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FIFTEENTH ANNUAL REPORT

OF THE

Kansas, BOARD

OF

RAILROAD COMMISSIONERS,

STATE OF KANSAS,

FOR THE

YEAR ENDING NOVEMBER 30, 1897.

COMMISSIONERS:

W. P. DILLARD, *Chairman.*
W. M. CAMPBELL.
L. D. LEWELLING.

R. W. TURNER, *Secretary.*
J. M. SENTER, *Clerk.*
RICH. COYLE, *Stenographer.*

PRINTED BY
J. S. PARKS, STATE PRINTER,
TOPEKA, KANSAS,
1898.

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JUN 27 1917

PART I.

COMMISSIONERS' REPORT TO THE GOVERNOR.

FIFTEENTH ANNUAL REPORT.

OFFICE OF THE BOARD OF RAILROAD COMMISSIONERS,
TOPEKA, KAN., December 1, 1897.

To the Honorable John W. Leedy, Governor:

DEAR SIR—We submit herewith, as required by law, the Fifteenth Annual Report of the Board of Railroad Commissioners of the state of Kansas. The railroad year covered by this report ends with June 30, 1897. The transactions of the Board reported are for the year ending November 30, 1897. The making of this report has been somewhat delayed by the failure of one or two of the railroad companies operating in this state to file with the Board the returns required by the act creating the Board of Railroad Commissioners until after the date fixed by the law for the submission of this report. We are of opinion, however, that this failure was not wilful upon the part of such companies, nor occasioned by any disposition to evade or ignore the law.

Since the date of the last report there have been some changes in the personnel and officers of the Board. Until February 1, 1897, the Board and its officers were: Hons. J. G. Lowe, chairman; J. M. Simpson and Samuel T. Howe, commissioners; B. F. Flenniken, secretary; R. M. Fulton, clerk, and Ross B. Gilluly, stenographer. From February 1, 1897, till April 1, 1897, the Board and officers were: Hons. J. G. Lowe, chairman; W. M. Campbell and W. P. Dillard, commissioners; R. W. Turner, secretary; J. M. Senter, clerk, and Miss Mabel Fortney, stenographer. From April 1, 1897, to the date of this report, the Board and its officers were: Hons. W. P. Dillard, chairman; W. M. Campbell and L. D. Lewelling, commissioners; R. W. Turner, secretary; J. M. Senter, clerk, and Richard Coyle, stenographer.

Chapter 123, Laws of Kansas, 1883.

The act creating this Board has been the subject of much discussion and some adjudication. Former Boards have differed somewhat in opinion as to the powers and duties of the Commission over freight rates.

In the First Annual Report, on page 7, the Board, then composed of

Hons. JAMES HUMPHREY and L. L. TURNER, (Hon. HENRY HOPKINS having died before the date of the report,) said:

"The mode of enforcing rates by the Commissioners has been the subject of criticism. The law provides that the rates which the Board shall decide shall be reasonable, and which shall be certified to the corporation against which complaint was lodged, shall be accepted, and posted up in a conspicuous place in each depot on the line of the company's road which shall be designated by the Board, and such rate shall, in all actions between the company and the shipper, be held to be *prima facie* reasonable. It is quite probable that in practice the machinery already provided for the enforcement of rates, embraced in a decision of the Commissioners, will prove sufficient, at least in all cases where the Commissioners' rates are reasonable." [And they add:] " . . . we deem it unnecessary to suggest any changes in this respect in the law."

In the Eleventh Annual Report, on page 6, the Board, composed of Hons. JOHN HALL, P. B. MAXSON, and W. D. VINCENT, said:

"In the matter of freight rates within the state the Commissioners regret that their power is so limited. The only authority given this Board under the law is contained in sections 14 and 18 of the act of the legislature approved March 6, 1883, which reads as follows:" [Here they quote sections 14 and 18 of the law, and add:] "From this it would seem that, in order for persons aggrieved to legally obtain any benefit from a decision of this Board on the question of freight rates, it is necessary that complaint should be made in accordance with the last section above quoted. The supreme court of Kansas has foreshadowed an opinion upon the powers of the Board in the case of *The State v. The Kansas Central Railway Company*, 47 Kan. 497. . . . As the legislature cannot confer upon the Board of Railroad Commissioners the power to arbitrarily fix and enforce transportation rates, it would seem that the remedy lies in the enactment of a law similar to that now in force in the state of Iowa, with full authority given the Board for its enforcement."

In the Thirteenth Annual Report, on page 13, the Board, consisting of Hons. J. G. LOWE, J. M. SIMPSON, and S. T. HOWE, said:

"From the political rostrum, in the press, and in official documents, much has been said in Kansas concerning the want of power of this Board. As a matter of fact it ranks among the most powerful of the state commissions. From statistics compiled in 1891, it appears that of the 30 commissions then existing only 13 had power to fix, revise or alter rates, or make schedules of rates, and of the thirteen, the Kansas Commission was one. It is true that this Board cannot of its own motion change rates, but its power to do so can be invoked by complaint, and it can then determine what reasonable rates are, and its findings are *prima facie* evidence of the reasonableness of the rates it prescribes. Its power in this direction has been exercised, and upon appeal to the supreme court of the state has been sustained. The Kansas Board is one of the 14 of the 30 state commissions that have power to change the classification of freight

traffic. Its powers are: To hear complaints under oath; to compel the attendance of either party to a complaint; to subpena witnesses; to institute, in the name of the state, under certain circumstances, proceedings in courts; to enforce its decisions and orders in relation to the construction of depots, switches, side-tracks, track connections, etc.; to examine books, accounts, etc., of railroads; to prescribe the form of reports railroads shall make, and to inquire generally into the management and operation of railroads within the state.

"The history of the Board shows that it has exercised no small degree of power. During the somewhat less than 13 years of its existence, 1,194 cases against railroads have been formally disposed of by the Board. Of these, 253 were dismissed for want of prosecution and for other reasons, 354 were decided in favor of the railroads, 104 were settled by agreement of parties, and 483 were decided against the railroads. Besides these, a large number of matters at issue between the railroads and individual shippers have been adjusted by the Board by correspondence and without the formality of an investigation. Not all complaints against railroads are brought to the official attention of the members of the Board. Hundreds of differences between them and their patrons are annually settled without the intervention of the Board, which, but for its existence, would probably not be so speedily and inexpensively adjusted as they are. Of the 483 decisions against the railroads, only 22 have been reported as disobeyed. If this record argues anything, it argues that the authority of the Board is somewhat effective of good results, and that it is sufficient to cause generally a compliance with the Board's decisions."

Extracts from other reports might be given, but the above are deemed sufficient.

Decisions.

Sections 2, 4, 5 and 10 of chapter 124, Laws of 1883, have been construed by the supreme court.

In *The State, ex rel. John T. Little, Att'y-Gen'l, v. Mitchell*, 50 Kan. 289, it was held:

"Under the provisions of section 2, chapter 124, Laws of 1883, the Railroad Commissioners may continue in office for a term of three years, unless sooner removed; but the executive council has the power, at its discretion, to remove such Commissioners, or any of them, and the courts cannot prevent or interfere."

In *A. T. & S. F. Railroad Company v. Howe, Treas.* 32 Kan. 737, it was held:

"Section 4 of chapter 124, Laws of 1883, which provides for raising a fund for the payment of the salaries and current expenses of the Board of Railroad Commissioners and its Secretary, by the taxation of the property of the railroad companies only, is unconstitutional and void, being in contravention of section 1 of article 11 of the state constitution, which provides that 'the legislature shall provide for a uniform and equal rate of assessment and taxation.'"

In *The State, ex rel. John N. Ives, Att'y-Gen'l, v. Kansas Central Railroad Company*, 47 Kan. 497, it is held:

"Under the provisions of section 5, chapter 124, Laws of 1883, an order or recommendation of the Board of Railroad Commissioners of the state to a railroad company, requiring repairs to be made upon its road or track, to promote the security, convenience and accommodation of the public, is advisory only. Such an order or recommendation is not final or conclusive upon the railroad company or in the courts."

On May 13, 1891, the then Board of Railroad Commissioners found and determined that the Kansas Central railroad was in an unsafe and dangerous condition for the transportation of persons and property over its road, by reason of the insufficiency, condition and weight of the iron rails on its tracks, and made an order that the line of said railroad should be repaired from the city of Leavenworth to the town of Miltonvale by the laying of new rails of standard pattern and of not less than the weight of 56 pounds to the lineal yard. The railroad refused to obey this order, and thereupon the state, upon the relation of the attorney-general, brought an original proceeding in *mandamus* in the supreme court to compel said Kansas Central Railroad Company to obey said order and to repair said track in compliance therewith. The court, upon motion, quashed the alternative writ of *mandamus*, and in its opinion said:

"There is nothing in the statute which states, or can be construed to state, that the orders of the Commissioners concerning repairs upon a railroad shall be final or conclusive, or that the courts must carry out their determinations or judgments. On the other hand, the statute provides only that, whenever, in the judgment of the Commissioners, any repairs upon a railroad are demanded for the security, convenience and accommodation of the public, they shall inform the railroad corporation of the improvements and changes which they adjudge to be necessary, and then report their proceedings to the governor. Nowhere is it stated in the statute that the recommendations of the Commissioners concerning repairs must be complied with *nolens volens* by the company. Nor does the statute authorize the governor to carry into execution the orders of the Commissioners. As to the necessary repairs of a railroad, the finding and order of the Commissioners, under the statute, are advisory only — nothing more. The order cannot be enforced by the Commissioners; it cannot be enforced by the governor; it cannot be enforced specifically by this or any other court. . . . Not only is the finding and order of the Commissioners not an absolute finality, but the statute concerning repairs does not make them even *prima facie* evidence. When the courts are to decide such a case as this, the whole truth of the matter alleged or denied is subject to a judicial investigation. Each party is entitled to its day in court before a conclusive finding is made or a final order entered. The Commissioners are not clothed with judicial

functions. They have neither the power of masters, referees, juries, or judges. Their findings are not like the findings of a master, referee, jury, or court. When performing duties under section 5 of chapter 124, Laws of 1883, they may examine and decide what repairs are proper, and give notice thereof to the railroad corporation, and report their proceedings to the governor. The statute confers no other duty or power."

The court concluded its opinion with the following language:

"Without deciding other questions raised upon the argument, the motion to quash must be sustained, because the legislature has not provided, or attempted to provide, that the recommendations of the Railroad Commissioners concerning the repairs of railroads, their tracks, etc., are an absolute finality. The plaintiff will have leave to amend the alternative writ, if it so desires, by setting forth all allegations necessary of the dangerous condition of the track or road-bed of the Kansas Central Railroad Company; its refusal to operate its road safely and securely, and its neglect of duty, if any, in any other matters, and also to ask for such orders in the premises as may be deemed proper. Issue may be joined thereon, as in other *mandamus* cases, and an investigation will be judicially had of the truth of the matters in controversy. What power this court may lawfully exercise in compelling necessary repairs on a railroad, or in requiring the safe operation of such a road, we leave for future consideration."

In *The State, ex rel. L. B. Kellogg, Att'y-Gen'l, v. Missouri Pacific Railway Company*, 55 Kan. 708, the Kansas Central case was reaffirmed, and it was held:

"A railroad which has been running an exclusive passenger train as well as a freight train each way every day over one of its branches, finding the revenues from the service insufficient to meet the expenses of maintenance and operation, withdrew the passenger train, and thereafter ran only a daily train each way, which carried both passengers and freight. Upon complaint to the Board of Railroad Commissioners, that tribunal made an order directing the railroad company to restore and operate the passenger train as before. The railroad company declined to comply with the order, and in a proceeding in *mandamus* it is *held* that the order is not final or conclusive, and cannot be specifically enforced by the courts."

In *Beadle v. K. C. Ft. S. & M. Railroad Company*, 51 Kan. 248, it is held:

"The act concerning railroads and other common carriers, of 1883, giving a full and ample remedy to the shipper for the recovery back for any excess of overcharges received by the common carrier, beyond reasonable compensation, is a substitute for the remedy provided in such case at common law. The statute not only permits the shipper to recover the excess of overcharges exacted by the common carrier, but allows three times the excess, or treble damages, with attorney's fees and costs."

In *Board of Railroad Commissioners et al. v. The Symms Grocer Company et al.*, 53 Kan. 207, it is held:

"The Board of Railroad Commissioners made a finding and decision reducing the rates of freight upon car-load lots of sugar, coffee, beans, and canned goods, making them considerably less than the rates upon the same commodities when shipped in less than car-load lots. A shippers whose business mostly required the use of the rates fixed for less than car-loads, and who claimed that the proposed rates would operate to his injury, and to the benefit of other shippers who would use the car-load rates, bought an action against the Board to enjoin it from promulgating and putting in force the new schedule of rates, contending, not that they were unreasonably *low* or unremunerative to the carrier, but that the enforcement of them, without making a reduction of the rates for the shipment of smaller quantities, was a discrimination against him which should be enjoined. *Held*, that the plaintiff had no such interest as to entitle him to enjoin the Board from putting in force its finding and decision, and that he was not entitled to the relief demanded."

In the opinion of the court, delivered by JOHNSTON, J., after declaring, "It is well settled that it is competent for the state legislature to establish rates and classifications to be charged by railroad companies for the transportation of passengers or freight between points on their lines within the state, and, also, that this power may be largely delegated to Boards of Commissioners," it is said:

"Under the act of 1883, as since amended, a code of rules is provided for the regulation and control of railroads, and it confers upon a Board of Railroad Commissioners the power to establish or revise rates of transportation, and the finding and adjudication of that Board is to be accepted by the railroad company, posted up in the depots on the line of its road, and taken as a reasonable compensation for the service for which they are provided, until the contrary is proved. The finding and adjudication of the Board is *prima facie* evidence of the matters therein stated, and of what is a reasonable charge, in all actions for such service. The classifiation of freights and the adjustment of rates, so devolved upon the Board, is a matter of considerable difficulty, as it involves so many elements, and is affected by so many circumstances. In determining what are reasonable and just rates, much discretion is necessarily invested in the Board, and so long as it acts within the limits of that discretion its acts cannot be enjoined or interrupted. The courts cannot trench upon its jurisdiction nor exercise the discretion and power vested in it. Members of that tribunal are presumed to have been chosen with reference to their judgment, discretion, and special fitness, and it is presumed that by special study and experience they will become qualified to master the details and intricacies of rates and tariffs. Much of the information respecting transportation is under the control of the railroad companies, and not accessible to the occasional patron of the roads, and hence the Commissioners are created with the right to inquire, to classify, and to decide. Although not clothed with all the functions of a court

they are authorized to determine what are just and reasonable rates. In a certain sense they stand as the guardians of the public for the protection of shippers and patrons. Their determination is binding and conclusive unless the railroad companies can show that their findings and decisions are unjust and unreasonable."

It is believed that the foregoing are all the cases decided by the supreme court of this state in which provisions of the "Railroad Commissioners' Act" have been drawn in question. From these decisions it may be stated:

First. That members of the Board of Railroad Commissioners hold their office at the will of the executive council, and may be dismissed without accusation, cause, or trial.

Second. That no law can be passed in Kansas providing for the raising of a fund for the payment of the salaries and expenses of the Board of Railroad Commissioners by taxation of the property of the railroad companies only.

Third. That the orders of the Board of Railroad Commissioners made under section 5, chapter 124, Laws of 1883, are advisory only — mere recommendations to the railroad companies complained of; not even *prima facie* evidence of the facts therein stated; and are not final or conclusive upon the railroad companies.

Fourth. That section 10, chapter 124, Laws of 1883, is a substitute for the remedy at common law, and gives to the shipper the right of recovering back three times the excess over and above a just and reasonable rate for the service performed, together with attorney's fees and costs.

Fifth. That injunction will not lie at the suit of a shipper to enjoin the promulgation and putting in force of the orders of the Board of Railroad Commissioners fixing a less rate for car-loads than for less-than-car-load shipments.

It will be noticed that in none of these cases have the powers of the Board under sections 14 and 18 of said chapter 124, Laws of 1883, been construed or directly passed upon. These are beyond question the most important provisions of the law. They define the duties and powers of the Board over freight rates. They provide in what manner and by what persons complaints may be made. They prescribe the manner of hearing and investigating such complaints. Section 14 provides that, if the Board shall find that the rates charged for transporting freight are unjust, unreasonable, or extortionate, it shall require a modified charge for the services rendered, such as it shall deem to be reasonable, and shall certify its finding to the managing officer of the road against which complaint is made; and the rates so determined by the Board shall be accepted by the railroad company, and posted up in its depots along the line of its road; and that such rates,

in all actions arising in any court in the state, shall be taken to be reasonable compensation for the services for which they are provided, until the contrary is proven. This section further declares that, in all cases of failure to comply with the recommendation of the Board, it shall report the same to the governor.

Section 18 declares in what manner complaints may be made to the Board, and then provides that if, upon examination, it shall appear to the Commissioners that the complaint is well founded, they shall so adjudge, and they shall then decide what is a reasonable charge for such freights, and shall inform the corporation operating such railroad of their adjudication, within 10 days, and shall report their doings to the governor; and such adjudication shall be *prima facie* evidence of what is a reasonable charge in all actions for such services.

A remedy to any party aggrieved by violations of any of the provisions of the act is given by section 19.

Section 20 provides that any railroad company wilfully violating or evading any of the provisions of the act, not otherwise therein provided for, shall be fined in a specified sum; all penalties to be recovered in the name of the state, by the county attorney of the proper county, under the direction of the Board of Commissioners; all such penalties to go into the school fund of the county.

What is the remedy for a failure to obey an order of the Board made under the provisions of sections 14 and 18? Does the company so refusing to obey subject itself to the penalties prescribed by section 20? Is the failure to accept and post up in its depots a violation or evasion of the provisions of chapter 124, Laws of 1883, not otherwise therein provided for?

These questions have not been adjudicated.

In the opinion in the *Kansas Central Railroad Company* case, 47 Kas. 506, it is said:

"It is an historical fact, well known by those who attended the session of the legislature of 1883, and by those acquainted with the proceedings of that body, that there was a bitter contention among its members as to what power should be conferred upon or delegated to the Commissioners to be appointed under the act or bill then pending for adoption. A part of the members, under the lead of Hon. Eugene F. Ware and others, were favorable to the delegation to the Commissioners and the courts full authority for the enforcement of their orders; others, and a majority, opposed the delegation of such power; and the result was that advisory action only on the part of the Commissioners was provided for. The national interstate-commerce act of February 4, 1887, differs widely from the act of 1883 of our legislature, in expressly providing for writs of *mandamus* to be issued out of the United States circuit courts to compel the railroad companies

to comply with the orders of the national commission, and also for punishing in such courts railroad companies for violating or neglecting to obey any lawful order or requirement of the national commission."

These words were entirely unnecessary to a decision of the question then before the court, and, if they were intended to be applied to any other than orders made under section 5, it is respectfully conceived that they do not convey the true meaning of and construction to be given to sections 14, 18, and 20.

It may be worthy of mention, that under the provisions of section 18 an examination can only be made by the Board into freight rates from and to the city or township complaining, to and from all points within the state, but that upon the hearing of such complaint no power is directly given to revise or adjust rates between intermediate points upon the line of the road against which complaint is made.

One reason, perhaps, why these questions have not been presented to and decided by the courts may be found in the disposition heretofore evinced by the railroad companies to obey the orders of the Board made upon complaint under the sections mentioned. But few orders of the Board affecting freight rates so made have been disobeyed by the carriers of the state.

A second, and more potent reason, however, is suggested by the fact that many complaints duly made to the Board have been settled by the parties thereto before trial; by the further fact, that until recently no effort has been made to compel obedience to orders made, in the few cases of refusal to obey; and by the general belief that all orders of the Board were merely advisory.

In the live-stock rate case, hereinafter more fully reported, Hon. W. A. Randolph, judge of the district court of Lyon county, by mandatory injunction, compelled compliance with an order of this Board, re-establishing the rate upon live stock known as the "dollars and cents per car-load."

This Board is of opinion that a refusal to obey orders made under the provisions of sections 14 and 18 of chapter 124, Laws of 1883, subjects the company so refusing to obey to all the penalties of section 20 of said chapter.

Suggestions for Future Legislation.

The subject of additional railroad legislation has been much discussed in recent years in Kansas. It is a question about which there has been much difference of opinion. It is one of supreme importance to the people, and is by no means free from difficulty. This Board has given the matter such careful consideration as it could,

consistently with the performance of its routine duties, and respectfully suggests the following points for supplemental legislation:

First. That the Board of Railroad Commissioners should be empowered to establish and prescribe a maximum schedule of freight rates, and to revise and readjust the same from time to time as conditions require, for the railroads doing business in the state, to and from all points within the state.

Second. That it should be empowered to make and prescribe the classifications of freight.

Third. That it should be empowered to classify the railroads in fixing freight rates according to the gross amount of their respective annual earnings within the state.

The law should surround the exercise of these powers with all due and proper safeguards, so that orders of the Board, when made, would be valid and enforceable. Full and ample notice of the time and place of hearing should be given to the railroad companies affected, reasonable time for preparation for the examination and investigation, and opportunity for the presentation of evidence and argument, in order that there should be a full and fair determination of the questions involved.

In addition to the penalties, or similar ones, denounced by section 20 of the present law against the refusal to obey an order of the Board, the law should provide that the supreme court shall have power to compel, by *mandamus*, or other proper legal process, upon the application of the Board, compliance with any and all orders and decisions of the Board, made under any of the provisions of the law, which the court shall find to be just and reasonable; and the findings, orders, and decisions of the Board should be made *prima facie* evidence of the truth of the facts and statements therein contained.

The advisability of giving to the carriers an appeal from the orders of the Board fixing freight rates is one of the subjects of discussion in the Eleventh Annual Report of the Interstate Commerce Commission, just issued.

After declaring that it is one of the propositions settled by decisions of the federal courts, "whether rates, when fixed, are just and reasonable, is a judicial question, and the carriers cannot be deprived of the right to raise that question at some time, and in some form," they use the following language on page 35:

"The only appeal which lies from the decrees of the English railway commission is upon questions of law. There is no appeal upon questions of fact, as to which the decision of the commission is final. This is analogous to the verdict of a jury or the findings of fact by a special master in chancery under the equity practice of some states.

"Much might be said in favor of applying the same idea to the orders of this commission. It can hardly be expected that ordinarily the case, upon proceedings in review, will come before a tribunal which is in theory better fitted to determine questions of fact than the one which passes upon them in the first instance.

"Upon the other hand, the right of review is always a safeguard. It puts a certain restraint upon the judgments of any tribunal. It would not probably embarrass the practical operation of the law, and it might prevent the occasional miscarriage of justice, if the whole case, both upon the law and the facts, were submitted to the court. The question for review would then be, Is the order lawful, just, and reasonable? If so, the proceedings in review are dismissed. If not, the order is vacated. No new order can be made by the court. If the order is vacated, the case should be sent back to the commission for further proceedings.

"The right to apply for review should be exercised within a limited time, or not at all. When application is made for review, the commission should send to the court the testimony taken before it, which should constitute the record upon which the case is reviewed, unless the court is of opinion that there is testimony which is material to a proper disposition of the case, and which could not, or under all the circumstances ought not, to have been given before the commission. In that case the court should instruct the commission to take and send up the additional testimony.

"The important question is, What effect should be given to the order of the commission pending the proceedings for review? If the carrier is obliged to obey an improper order, ordinarily it can obtain no redress. If the carrier is not obliged to obey a proper order, the public can ordinarily obtain no redress. When a question has been fairly and fully tried before the commission, it appears to us that, ordinarily, the order of the commission should be effective, until the court has declared against it. There are, manifestly, however, instances in which this ought not to be true. Probably the court should be invested with power, when application for review is made, to determine whether or not the order shall take effect pending such proceedings."

It is, perhaps, worthy of consideration whether, in the law of this state, an appeal to the supreme court should not be given to the railroad companies from orders of the Board of Railroad Commissioners, establishing a schedule of freight rates. It might facilitate and expedite the putting into force and effect of such orders; and, if it should be done, precedence in time of hearing should be given to such cases over the other civil business of the court.

Fourth. The present Board believes that the ideas sought to be conveyed cannot be expressed better than in the following words in the Thirteenth Annual Report of this Board, at page 15, and indorses the same:

"Just and reasonable findings as to differences arising out of the transportation question presuppose a special knowledge of that ques-

tion, and this can only be acquired by earnest study and by experience; therefore the necessity that the Board shall be so organized as to have upon it at all times one or more experienced members. In other words, the expiration of the terms of office of the members of the Board should alternate. That such was the intention of the legislature when the law creating the Board was enacted, is evident from the provision that the members first chosen should hold their office from the date of their respective elections for a term of one, two and three years, and that in each succeeding year a member should be elected to succeed the then retiring member, the successor to continue in office for three years; but this wise arrangement of the tenure of office was practically destroyed by giving to the appointing power, in the same section of the law, the authority to 'at any time remove said Commissioners, or any of them, and elect others to fill the vacancy.' This part of the law affords at all times an opportunity to remove the entire membership of the Board, no matter how well qualified and experienced the members may be, and to put in their places totally inexperienced persons; and so long as this provision of the law continues in force there may be, and is likely to be, a complete change in the membership whenever a change occurs in the political administration of the affairs of the state. No tribunal whose make-up is so uncertain can long command that confidence of the carriers and of the public which is so necessary to a belief that it will decide justly and reasonably questions contested before it. In the opinion of the Board, the law should be so amended as to insure a rotation in the expiration in the terms of office of the members. . . . That part of the statute which provides 'that no more than two Commissioners shall belong to the same political party' is eminently wise, and should under all circumstances be retained. This feature of its organization, in connection with the amendment above suggested, would undoubtedly free the Board from all possible criticism as a political board, and give all interests concerned in the administration of its duties greater confidence in the justness and reasonableness of its conclusions."

Hearing Before the Interstate Commerce Commission.

The members of this Board were notified in March last that the Interstate Commerce Commission would meet in Austin, Tex., April 16, for the purpose of taking testimony in the matter wherein the Board of Railroad Commissioners of the State of Kansas are complainants, and the Atchison, Topeka & Santa Fe Railway Company, the Houston & Texas Central Railway Company, the Chicago, Rock Island & Pacific Railway Company, the Texas & Pacific Railway Company, the Kansas City, Fort Scott & Memphis Railway Company, the Gulf, Colorado & Santa Fe Railway Company, the Missouri, Kansas & Texas Railway Company, the St. Louis & San Francisco Railway Company, the Chicago, Rock Island & Texas Railway Company and the International & Great Northern Railway are respondents.

For the purpose of representing the Board, the services of ex-Chief

Justice David Martin were retained, and he, together with the Board, went to Austin, Tex., to be present at the taking of testimony on April 16 and 17. This litigation before the Interstate Commerce Commission is an effort, on the part of the Board of Railroad Commissioners of the state of Kansas, to compel the respondent railway companies to reduce rates between Kansas points and the Gulf. A great deal of interest was manifested at Austin, as was evinced by the attendance of a large number of shippers from the states of Nebraska, Kansas, and Texas, and the territory of Oklahoma, among whom were representatives of the governor of Nebraska, committees of the legislatures of Texas, Oklahoma, and Kansas. After spending several days in taking testimony, the Interstate Commerce Commission adjourned to meet in St. Louis, Mo., on the 27th day of May, for the purpose of hearing testimony in this case. At this last hearing, the Board was represented by its counsel, Hon. David Martin, and the chairman and clerk of the Board. Since then, briefs have been filed on behalf of the Board by the attorney-general, Hon. L. C. Boyle, and the counsel of the Board, Hon. David Martin; and it is expected that a decision of the matters involved will be rendered by the Interstate Commerce Commission in the near future.

Live-Stock Rates.

Among the cases coming before the Board for consideration was that generally known as the "Live-Stock Rate Case." In 1896, as will be found by examination of pages 21–23, inclusive, of the Fourteenth Annual Report of this Board, a number of complaints were filed by the mayors and councils of different cities, and the trustees of different townships, alleging that the rates for the shipment of live stock were unjust, unreasonable, and extortionate. All of these cases were disposed of by the former Board of Railroad Commissioners in the manner recorded in the report above cited; the respondent railroad companies in said cases restoring the car-load rates, as therein ordered.

On August 10 of the present year, the railroad companies abandoned the manner of charging dollars and cents per car-load, and again adopted the method complained of — that of charging cents per hundred pounds. On the 11th day of August, the complainants in the above-mentioned cases appeared before the Board, by their attorneys, Judge T. L. Davis and Hon. J. G. Waters, and made formal application to the Board to further consider these cases and for an order declaring to be in full force and effect, and until revoked, the rate of dollars and cents per car-load; and thereafter, on the 19th day of August, the complainants and respondents appearing before the

Board, and being represented by counsel, the Board, after hearing argument of counsel, granted the application of the complainants and issued the order prayed for. The railroad companies thereupon made application for a further hearing of the question as to whether the change in the manner of charging for the shipment of live stock from dollars per car to cents per hundred pounds was an increase of the rates charged, and, upon agreement of parties, a hearing upon this question was fixed for September 21, at the office of this Commission, which hearing was afterwards postponed, by agreement of parties, to October 5.

During the interim the railroad companies failed and neglected to restore the rate of dollars per car, and the attorney-general, in the name of and on behalf of the state, appeared with the attorneys of complainants before Judge Randolph, of the fifth judicial district, at Emporia, Kan., and made application for a temporary injunction and restraining order to prevent the respondent railroads from charging any other rate than that fixed by this Board for the transportation of live stock in the state of Kansas. The temporary order was denied, the railroad companies at the time not being represented. The judge, however, set a time for the hearing of the petition of the attorney-general and summoned the respondent railroad companies. They afterwards appeared, and upon a hearing before the court, all parties being represented, an injunction was granted restraining the railroad companies from collecting or putting into effect any other rate for the shipment of live stock than that established and ordered into effect by this Board; and the rate of dollars per car-load was made permanent, by order of the court, until some different order in the premises should be made by the Board of Railroad Commissioners.

The case before the Commission was called up on October 5 — all parties being present — for the purpose of taking testimony upon the question, as to whether the change proposed by the railroad companies increased the rates, and, after an examination of several witnesses, the case, by agreement of parties, was continued until February 1, 1898, upon the following stipulation :

"By agreement of parties, the further hearing of this matter is continued till February 1, A. D. 1898, and not to be taken up then unless the railroad companies shall, 30 days prior thereto, file with the Secretary of the Board of Railroad Commissioners a notice in substance to the effect that it is their desire and intention that it shall be heard on the above date, to wit, February 1, A. D. 1898, at 2 o'clock P. M.; and if not heard on February 1, A. D. 1898, then not to be heard thereafter except upon 30 days' notice filed with the secretary as above stated."

The disposition of this case before the Board and the district judge

was a matter of congratulation and rejoicing among the stock shippers of the state.

The importance of these cases can be best appreciated when it is understood that the holding of the Board, as sustained by the court, lessens the expense of live-stock shipments from $3 to $9 per car-load. Its value to the state is emphasized by the fact that during the year 1896 there were shipped from points in Kansas to the Kansas City stock-yards alone 863,430 cattle, 33,133 calves, 1,625,848 hogs, 297,997 sheep, and 32,186 horses and mules; a total movement to said yards of 2,849,596 head of live stock. These figures fall far short of including the total shipments of live stock covered by the order of the Board and the decision of the court, as said figures include only the stock shipped by Kansas to the stock-yards named, and leave unaccounted for all other shipments within the state, to the state and from the state to other points.

The saving made to the live-stock shippers of the state was, by the secretary of the Kansas Live Stock Association, estimated to be from $300,000 to $400,000 per annum; and it is safe to say that his estimate is a conservative one.

So far as this Commission is informed, no appeal has been taken from the decision made by District Judge Randolph by any of the parties thereto.

Disparity in Interstate Rates Favoring Import as Against Domestic Shipments.

It is deemed expedient by this Board to call public attention to the abuses brought out in the proceeding before the Interstate Commerce Commission, in an action wherein the Board of Trade and Transportation of New York was complainant, and the Pennsylvania Railroad Company *et al.* were respondents. The case is reported in the Tenth Annual Report of the Interstate Commerce Commission, pages 6 and 7, and is known as the "Import Rate Case." In this proceeding the evidence developed that many disparities in rates exist which favor import, as against domestic shipments. Not only is there a lower rate for inland carriage on foreign traffic, but in numerous cases, the commission states, the total charge from the foreign place of origin, through our seaports, to destinations in the interior of the United States, is much less than the rail charge alone on domestic goods of like description from the same seaports to the same destinations. They give the following as examples of rates on import and domestic goods by the Texas Pacific and Southern Pacific railroads, as shown by the proofs both before the commission and the court:

"On books, buttons, carpets, clothing and hosiery the domestic

rate from New Orleans to San Francisco was $2.88 per hundred pounds, while the total through charge on the same articles from Liverpool to San Francisco was only $1.07 per hundred. Boots, shoes, cashmeres, cigars, confectionery, cutlery, gloves, hats, caps, laces, linen, linen goods, saddlers' goods and woolen goods were carried from Liverpool through New Orleans to San Francisco for $1.07, though domestic commodities of the same kind were charged $3.70 for the haul from New Orleans to the same destination."

In the trial of this case before the court, the Interstate Commerce Commission contended that the act to regulate commerce did not permit carriers subject to its provisions to charge more for the conveyance of domestic than of foreign traffic, when the shipment and service in the one case were substantially the same as in the other. It was contended that, under the operation of the act to regulate commerce, foreign and home merchandise, when handled and transported by interstate carriers within the United States, should stand upon the same basis of equality as to tolls, rates, charges and treatment for similar services rendered. Strange as it may seem, the supreme court of the United States, however, decided — three of its members dissenting — that this view of the law is erroneous, and has accordingly reversed the judgment which enjoined compliance with the order of the Interstate Commerce Commission. In announcing its decision, the supreme court distinctly refrained from expressing an opinion as to the legality of the rates themselves, but held that the commission, in denying the right to charge more in any case for the transportation of home than of imported merchandise, had not correctly construed the law.

The discussion of this case by the commission in its tenth and eleventh annual reports is exhaustive and complete, and should be read by all persons interested in the question of transportation. It is of note that among the justices dissenting from the majority opinion of the court, is Mr. Justice Harlan. These dissenting opinions should be, in the opinion of this Commission, brought to the attention of our national legislators by the people, and such legislative remedies urged as will rectify existing evils. In this connection it is worthy of note, that in the case of the *Interstate Commerce Commission v. The Alabama Midland Railway Company*, decided by the supreme court November 8, 1897, in which the long-and-short-haul provision of the interstate-commerce act was interpreted by the court, and which decision largely destroys the power of the commission, Mr. Justice Harlan again dissented. In his dissenting opinion this great judge said:

"I dissent from the opinion and judgment in this case. Taken in connection with other decisions defining the powers of the Interstate Commerce Commission, the present decision, it seems to me, goes far

to make that commission a useless body for all practical purposes, and to defeat many of the important objects designed to be accomplished by the various enactments of Congress relating to interstate commerce. The commission was established to protect the public against the improper practices of transportation companies engaged in commerce among the several states. It has been left, it is true, with power to make reports, and to issue protests. But it has been shorn by judicial interpretation of authority to do anything of an effective character. It is denied many of the powers which, in my judgment, were intended to be conferred upon it. Besides, the acts of Congress are now so construed as to place communities on the lines of interstate commerce at the mercy of competing railroad companies engaged in such commerce. The judgment in this case, if I do not misapprehend its scope and effect, proceeds upon the ground that railroad companies, when competitors for interstate business at certain points, may, in order to secure traffic for and at those points, establish rates that will enable them to accomplish that result, although such rates may discriminate against intermediate points. Under such an interpretation of the statutes in question, they may well be regarded as recognizing the authority of competing railroad companies engaged in interstate commerce — when their interests will be subserved thereby — to build up favored centers of population at the expense of the business of the country at large. I cannot believe that Congress intended any such result, nor do I think that its enactments, properly interpreted, would lead to such result."

To this Board it appears important that the public should understand the import of this decision; and while it is impossible to give to these matters of interstate commerce such discussion as they deserve, in this report, the object of mentioning them will be attained if the public shall investigate along the lines suggested, and urge upon Congress such remedial legislation as seems imperative. It would appear that those interested in the protection of domestic enterprise as against foreign competition would not continue to permit the common carriers of the country to so conduct interstate commerce within the United States as to, in many instances, nullify tariff laws and take from the national government the constitutional prerogative to regulate commerce among the several states and with foreign nations.

The Symns Grocer Case.

The history of this case centers around an order made by the Board March 5, 1892, reducing rates on sugar in car-load lots, from Atchison and other jobbing points in eastern Kansas, to 15 cents per hundred pounds, and making the rate on canned goods, coffee, and beans, in car-load lots, 22 cents to Salina, 25 cents to Hutchinson and Wichita, and 28 cents to Arkansas City.

The Symns Grocer Company, of Atchison, commenced an action in the district court of Atchison county to enjoin the Board from

promulgating and putting into effect and operation said order. The district court granted the injunction. The case was appealed, and at the January term, 1894, the supreme court of the state reversed the judgment of the district court. 53 Kan. 207.

It would seem that after this decision the order would have been put into effect by the roads parties to the controversy; but such was not the case. On April 29 the attention of the present Board was called to the foregoing facts by parties interested residing at Wichita and Salina, and on April 30 the following letter was addressed to the railroads affected by the order:

"OFFICE OF BOARD OF RAILROAD COMMISSIONERS,
STATE OF KANSAS.

TOPEKA, April 30, 1897.

"DEAR SIR — The attention of this Commission has been called to the fact that your road has not put in effect the rates established by the order of a former Board, made on March 5, 1892, with reference to car-load rates upon sugar, coffee, beans, and canned goods, and which order was involved in the case of *The Symns Grocer Company et al. v. The Board of Railroad Commissioners of the State of Kansas et al.*, and reported in 53 Kas. 207. We have been asked again to call your attention to this order and request that the rates therein established be immediately put into operation. We beg to direct your attention to sections 18, 19, and 20, chapter 124, Laws of 1883, and desire that you, at your earliest convenience, state what reason, if any, you have that the said rates should not be put in operation. A letter of this purport will be sent to each of the railroads parties to said proceeding. Yours very truly,

R. W. TURNER, Secretary."

To this letter the management of each of the roads replied, some stating that it had been referred for consideration, and others expressing a desire to dispose of it May 27, at a conference to be held at Topeka. Nothing definite, however, was done in the premises, and on November 27 the attention of the roads was again invited to the matter by the following communication:

"OFFICE OF BOARD OF RAILROAD COMMISSIONERS,
STATE OF KANSAS.

TOPEKA, November 27, 1897.

"DEAR SIR — On April 30, 1897, by direction of the Board of Railroad Commissioners, I addressed a letter to you informing you that the attention of this Commission had been called to the fact that your road had not put in effect the rates established by a former Board, made on March 5, 1892, with reference to car-load rates on sugar, coffee, beans, and canned goods, and which order was involved in the case of *The Symns Grocer Co. et al. v. The Board of Railroad Commissioners of the State of Kansas et al.*, and reported in 53 Kan. 207. In said letter you were informed that this Board had been asked to call your attention to this order and request that the rates therein established be immediately put in operation.

"There was some intention of considering this matter at the conference held between the railroad companies and this Board upon May 27, but the matter was neither then discussed nor considered. It is still pending and undetermined before the Board. The Board understands that your road has not complied with said order, and again requests your attention to the matter, and desires that you either put those rates in effect or state what reason, if any, you have for not doing so. This order being unrevoked and unmodified, no reason can now be seen why it should not be in full force and effect.

Yours very truly, R. W. TURNER, *Secretary.*"

The first answer to this communication was received from the Santa Fe Railway Company, and reads:

"THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY.
THIRD VICE-PRESIDENT'S OFFICE.

"*Mr. R. W. Turner,* DECEMBER 1, 1897.
Secretary Board of Railroad Commissioners,
Topeka, Kan.:

"DEAR SIR—Your letter of November 27th to Mr. J. J. Frey, our general manager, has been referred to me. I answered your letter of April 30th last, suggesting that the rates referred to be taken up at the meeting we were to have on May 27th, but for some reason or other that meeting adjourned without giving the matter consideration. We will put such of the rates mentioned by you as are not already in effect in force as early as possible, and not later than December 10th. Trusting this is satisfactory, I remain,

Very truly yours, PAUL MORTON, *Third Vice-President.*"

It was followed by this tariff amendment:

Topeka, Amendment No. 77 to I. C. C. No. 2. S. F. Authority, No. 2716-A.

"SANTA FE ROUTE."

The Atchison, Topeka & Santa Fe Railway Company.

SUPPLEMENT No. 11
TO
JOINT FREIGHT TARIFF No. 3-N,
Taking Effect December 10, 1897,
NAMING RATES ON

COMMODITIES. (Car-loads.)	FROM	TO	RATE. Cts. per 100 lbs.
Canned Goods, C. L.	Kansas City, Mo.....	Salina, Kan.....	22
Coffee, C. L.	St. Joseph, Mo.....	Hutchinson, Kan.....	25
Beans, C. L.	Atchison, Kan.	Wichita, Kan.....	
	Leavenworth, Kan ...	Arkansas City, Kan..	28

For rates on Sugar, C. L., see Supplement No. 10.
(Issued order Kansas Railroad Commmissioners.)

Parties not receiving previous supplement are not interested in same.

F. C. GAY, G. F. A., A. T. & S. F. Rly., Topeka, Kan.
C. R. HUDSON, A. G. F. A., A. T. & S. F. Rly., Topeka, Kan.

Issued at Topeka, Kan., and I. C. C. notified by wire, December 7, 1897.

Later the C. R. I. & P. Rly. Co. notified the Board that the rates would be put into effect, and at this writing it is believed that the other roads will do likewise, obeying the order of the Board and the finding of the court without further contest or delay.

Earnings and Operating Expenses within the State of Kansas.

The data heretofore compiled in the reports of this Commission have been deficient in not presenting the gross earnings, operating expenses and income of Kansas business. The common carriers of the state have always contended that to furnish these data would be a great hardship and inconvenience, and occasion large expenditures in having them compiled by the auditing departments of the various roads. The Board, however, requested that the information be reported. It was strongly and persistently urged by many of the roads that the demand for such information would necessitate a complete change in their methods of bookkeeping, and that it would be impossible to correctly arrive at the figures desired for the time covered by this report. To determine this matter, a meeting of the auditors of the several roads operating within the state was held at the office of this Commission, June 22, when, upon full investigation, it was decided by the Board to require for this report, as new matter, a showing of gross earnings, operating expenses, etc., within the state, and the result of this request for new matter on the part of the Board is presented in the following table. The same information is given in more detail in table No. 7*a*, Part III of this report.

The following table shows total earnings on all shipments and all business whose origin and destination are both within the state of Kansas; all shipments or other business where a division of the earnings was made at the state line; and on all shipments or other business of interstate character, where no division of earnings was made at state line, the earnings are prorated, crediting Kansas with such share of the total earnings as the miles hauled within the state or through the state are to the total number of miles shipment was carried. This includes all shipments of business originating within the state and destined to points without the state and all shipments and other business originating outside the state and destined to points within the state or passing through the state for points in sister states.

The foregoing rule was used only in cases where the actual division of earnings on state line could not be made. Whenever it was possible the roads were requested to give actual earnings. The table will be of value to those studying the transportation problem. It shows, among other things, that the gross earnings of Kansas roads for the year ending June 30, 1897, were $25,331,768.77; that the operating

GROSS EARNINGS, OPERATING EXPENSES, INCOME OR DEFICIT, AND TAXES PAID IN THE STATE OF KANSAS, FOR THE YEAR ENDING JUNE 30, 1897.

Roads.	Gross earnings.		Operating expenses.		Income or deficit.		Taxes paid in Kansas.
	Total.	Per mile.	Total.	Per mile.	Income from operation.	Deficit from operation.	
Atchison, Topeka & Santa Fe Rly. Co.	$9,059,854 64	$3,697 43	$6,504,733 59	$2,654 66	$2,555,121 05	.....	$651,900 14
Chicago, Burlington & Quincy Rld. Co.	190,056 12	592 94	257,143 48	990 46	.....	$67,087 36	43,260 83
Chicago Great Western Rly. Co.	157,078 37	4,772 97	174,676 74	5,307 71	.....	17,598 37	6,506 20
Chicago, Rock Island & Pacific Rly. Co.	3,484,771 07	3,099 50	2,469,778 25	2,196 73	1,014,992 82	.....	262,319 57
Hutchinson & Southern Rld. Co.	83,169 18	904 01	91,340 86	992 83	.....	8,171 68	13,120 11
Kansas City Belt Rly. Co.	64,285 75	21,645 03	22,469 00	7,565 31	41,816 75	.....	3,688 97
Kansas City, Fort Scott & Memphis Rld. Co.	1,515,929 10	5,867 28	941,957 74	3,645 77	573,971 36	.....	91,324 15
Kansas City, Clinton & Springfield Rly. Co.	33,323 61	2,867 78	20,693 96	1,780 90	12,629 65	.....	1,984 98
Kansas City, Pittsburg & Gulf Rld. Co.	[2]	.....	.....	.....	.....	.....	5,748 30
Kansas City Suburban Belt Rld. Co.	.....	.....	.....	.....	.....	.....	.....
Leavenworth, Topeka & Southwestern Rly. Co.	42,052 98	727 93	40,908 82	708 13	1,144 16	.....	3,156 63
Manhattan, Alma & Burlingame Rly. Co.	38,328 25	676 94	54,338 17	959 70	.....	16,009 92	9,257 91
Missouri, Kansas & Texas Rly. Co.	[2]	.....	.....	.....	.....	.....	100,084 70
Missouri Pacific Rly. Co.	4,418,704 17	2,417 55	3,919,207 30	2,160 63	469,496 87	.....	389,097 85
Central Branch	911,928 13	2,389 96	638,630 48	1,685 93	273,297 65	.....	85,449 24
Kansas City Northwestern Rld. Co.	352,660 26	2,297 76	260,990 88	1,700 49	91,669 38	.....	26,466 92
St. Joseph & Grand Island Rly. Co.[1]	666,958 15	482 01	445,119 88	321 68	221,838 27	.....	.....
St. Louis & San Francisco Rld. Co.	810,877 43	3,014 98	770,572 80	2,865 11	40,304 63	.....	93,416 77
Kansas Midland Rly. Co.	124,132 25	1,162 61	99,636 72	933 19	24,495 53	.....	19,511 09
St. Louis, Kansas & Southwestern Rly. Co.	10,993 86	.....	15,022 66	.....	.....	4,028 80	232 23
Union Terminal	.....	.....	.....	.....	.....	.....	.....
Union Pacific Rly. Co.	2,503,808 52	5,204 99	1,666,446 62	3,464 26	837,361 90	.....	139,108 15
Junction City & Fort Kearney Rly. Co.	137,458 41	1,561 85	94,282 46	1,071 27	43,175 95	.....	16,057 78
Kansas Central Rld. Co.	152,017 02	913 62	178,689 88	1,073 92	.....	26,672 86	828 95
Omaha & Republican Valley Rly. Co.	151,788 81	2,245 40	95,884 63	1,418 41	55,904 18	.....	15,822 32
St. Joseph & Grand Island Rly. Co.[2]	.....	.....	.....	.....	.....	.....	.....
Salina & Southwestern Rly. Co.	41,517 23	1,170 82	32,207 22	908 27	9,310 01	.....	6,458 42
Solomon Rld. Co.	109,133 44	1,920 35	62,143 85	1,093 50	46,989 59	.....	10,256 64
Union Pacific, Lincoln & Colorado Rly. Co.	194,117 48	861 40	171,323 36	760 25	22,794 12	.....	19,519 87
Wichita & Western Rly. Co.	76,824 54	892 46	62,056 33	722 76	14,768 21	.....	15,596 43
Totals	$25,331,768 77	$2,886 81	$19,120,255 68	$2,178 94	[3] $6,351,082 08	$139,568 99	$2,030,175 20

[1] Computed in this office.
[2] No report for Kansas.
[3] From total income deduct total deficit. The result, $6,211,513.09, shows income from operation for all roads reporting on Kansas business.

expenses were $19,120,250.68; and the income from operation $6,351,-082.08; and that these roads paid in taxes to the state the sum of $2,030,175.20. In the matter of earnings, expenses, and income, the figures above do not include the Missouri, Kansas & Texas, the Kansas City, Pittsburg & Gulf, and Union Terminal. In the matter of taxes, the figures given do not include the Union Terminal and the St. Joseph & Grand Island.

Rates on Soft Coal.

At a conference had between the representatives of the railway companies doing business in Kansas and this Board on May 27, 1897, after the Board had verbally stated its views with reference to a reduction of freight rates charged by the several companies for the carrying of freights, the representatives of the roads requested the Board to submit to the companies its views and wishes in writing. In accordance with such request, the roads were, on May 28, notified by letter that the Board deemed the following reductions reasonable, and asked that they be made, to wit:

A reduction of 20 per cent. upon the distance-tariff schedule then in force in the state.

A reduction of 20 per cent. upon existing coal rates.

A reduction of 5 per cent. upon existing live-stock rates.

A reduction of 15 per cent. upon existing grain and grain-product rates.

To this communication the roads replied, pleading that the rates then in force left no margin for reductions; that a reduction in the rates would not insure additional business; and that the roads were, under the rates in force, struggling for existence. Subsequently, other conferences were had between the Board and the representatives of some of the principal roads operating in the state, which finally resulted in a voluntary reduction of the soft-coal rates to such points in Kansas as had been pointed out as discriminated against by the then existing rates. As an illustration of the reductions made, the tariff sheets on file show that the rates on soft coal, in dollars and cents per ton of 2,000 pounds, from Rockvale and Cañon City, Colo., to points named below, from May, 1897, to October, 1897, were reduced as follows:

Stations.	May 1897.	Oct. 1897.
Carbondale	$3 75	$3 50
Scranton	3 75	3 50
Burlingame	3 75	3 50
Peterton	3 75	3 25
Emporia Junction	3 60	3 25
Strong City	3 60	3 00
Wellington	3 60	3 00

Stations.	May 1897.	Oct. 1897.
Burlington	4 30	3 50
Fredonia	4 50	3 50
Coffeyville	4 50	4 00
McPherson	3 60	3 00
Arkansas City	3 60	3 00
Dighton	3 50	3 00
Jetmore	3 60	3 00

The points above are given as an illustration of reductions made; it should be remembered, however, that the reductions are not confined to these places, but are coextensive with the state.

REVIEW OF STATISTICAL TABLES, ENTIRE LINE.

MILEAGE OPERATED.

The aggregate length of railway mileage reported by roads making returns to this Commission on June 30, 1897, was:

Single track	27,224.50	
Second track	595.30	
Third track	36.70	
Fourth track	.88	
Yard track and sidings	5,192.37	
Total mileage operated		33,049.75

This total includes 890.39 miles of single track, 10.56 miles of second track and 33.61 yard tracks and sidings operated under trackage rights. The mileage operated is subdivided as follows:

Main line	14,803.59	
Branches and spurs	13,809.77	
Line of proprietary companies	2,270.25	
Line operated under lease	1,231.58	
Line operated under trackage rights	934.56	
Total mileage operated		33,049.75

CAPITALIZATION.

Capital stock	$766,043,488 90	
Funded debt	796,640,095 71	
Current liabilities	53,845,897 14	
Total capitalization		$1,616,529,481 75
Total capitalization per mile		55,266 70

The following companies increased their capital stock during the year, as shown by their reports on file in this office:

Chicago Great Western	$480,067
Kansas City, Pittsburg & Gulf	8,058,000
St. Louis & San Francisco	23,640,700
Missouri, Kansas & Texas	13,000,000

Some of the lines show an increase in their funded debt, more notably the Atchison, Topeka & Santa Fe and the Kansas City, Pitts-

burg & Gulf, and others in small amounts; while a few show a decrease, among which is the St. Louis & San Francisco. The total funded debt of all the lines, however, shows an increase of a little over $6,000,000 during the year.

EARNINGS FROM OPERATION.

Passenger revenue	$22,414,401 90	
Mail	5,400,019 91	
Express	2,912,269 02	
Baggage, storage, etc.	581,243 32	
Total passenger earnings		$31,307,934 15
Freight revenue	$89,185,119 51	
Stock-yards, etc.	56,108 34	
Switching, telegraphing and all other sources	3,668,432 07	
Total freight earnings		92,909,659 92
Total gross earnings from operation		$124,217,594 07

OPERATING EXPENSES.

Maintenance of way and structures	$19,255,364 84	
Maintenance of equipment	12,714,050 82	
Conducting transportation	46,110,203 02	
General expenses	5,578,468 02	
Total operating expenses		$83,658,086 70

INCOME.

Income from operation	$40,559,507 37	
Income from dividends on stocks owned	1,529,482 57	
Interest on bonds owned	1,701,097 38	
Miscellaneous income	1,791,696 52	
Total income		$45,581,783 84

DEDUCTIONS FROM INCOME.

Interest on funded debt	$30,668,077 98	
Interest on current liabilities	431,229 41	
Rents	1,331,519 06	
Taxes	5,703,577 74	
Other deductions	3,400,450 70	
Total deductions from income		41,534,854 89
Net income		$4,046,928 95

The following companies paid dividends during the year:

		Rate.
Chicago, Burlington & Quincy	$3,280,112 00	4 per cent.
Chicago, Rock Island & Pacific	923,116 00	2 "
Kansas City Belt	5,000 00	5 "
St. Louis & San Francisco	100,000 00	2 "

EMPLOYEES AND SALARIES.

The railway companies making returns to this office report 662 general and other officers, with an average daily compensation of

$10.36. They employ 3,841 persons in general administration, at an average daily compensation of $3.75; 27,649 persons in maintaining way and structure, at an average daily compensation of $1.39; 16,670 persons in maintaining equipment, at an average daily compensation of $1.86; and 33,940 persons in conducting transportation, at an average daily compensation of $2.38.

PUBLIC SERVICE.

Number of passengers carried earning revenue, 22,079,246.
Average distance carried, 45.59 miles.
Revenue received from each passenger, $1.02.
Received from each passenger per mile, 2.233 cents.
Tons of freight carried earning revenue, 43,283,665.
Average distance hauled, 205.02 miles.
Average receipt for each ton, $2.06.
Average receipts per ton per mile, 1.002 cents.
Gross earnings per mile of road, $4,702.61.
Operating expenses per mile of road, $2,167.31.

There was hauled by different railway companies during the year:

Grain, 6,566,243 tons.
Live stock, 3,465,368 tons.
Bituminous coal, 7,062,976 tons.

It will be observed that the total tonnage given in table No. 10 does not agree with the total tonnage given in table No. 12. This is owing to the fact that, while all roads gave total tonnage reported in table No. 10, all roads did not classify their tonnage as required in table No. 12. Therefore, tonnage for the lines failing to so classify does not appear in table No. 12; but it is a noteworthy fact that for the lines that did classify their tonnage the three commodities above mentioned, grain, coal, and live stock, comprise about 55 per cent. of their total traffic.

ACCIDENTS TO PERSONS.

Employees killed, 147.
Employees injured, 1,405.
Passengers killed, 27.
Passengers injured, 337.
Trespassers killed, 285.
Trespassers injured, 279.
Others, not trespassers, killed, 52.
Others, not trespassers, injured, 169.
Total persons killed, 511.
Total persons injured, 2,191.

DESCRIPTION OF EQUIPMENT.

Cars in passenger service:

First-class passenger cars	1,353	
Second-class passenger cars	218	
Combination	365	
Emigrant	30	
Dining and parlor	110	
Sleeping	172	
Baggage, express, postal, etc.	827	
Total		3,075

Cars in freight service:

Box cars	70,265	
Flat cars	7,457	
Stock-cars	15,614	
Coal-cars	27,725	
Refrigerator, tank, etc.	4,028	
Total		125,089
Total cars in companies' service		3,612
Total cars owned and leased		131,776

In the above total are included 6,869 leased cars, leaving a total cars owned, 124,907.

Locomotives in service:

Passenger	865	
Freight	2,453	
Switching	577	
Leased	209	
Total		4,104

HIRE OF EQUIPMENT.

The Atchison, Topeka & Santa Fe Rly. Co. paid for the use of cars other than its own during the year the total sum of $485,645.53. Among the many companies from which it hired cars, the following received the largest amounts:

Armour & Co.	$32,600
Burton Stock Car Company	11,829
Canada Cattle Car Company	21,025
Cold Blast Transportation Company	35,053
Consolidated Cattle Car Company	132,724
Kansas City Dressed Beef Line	16,057
New England Car Company	13,166
Pullman Palace Car Company	37,350
Union Tank Line	33,017

The Chicago, Rock Island & Pacific Rly. Co. paid a total sum for the hire of equipment of $131,270, viz.:

Armour & Co.	$13,002
Hammond Refrigerator Line	10,823
Merchants' Despatch	7,197
Pullman Palace Car Company	14,393
Swift Refrigerator Line	13,074
Union Tank Line	13,835

The Missouri, Kansas & Texas Rly. Co. paid for the hire of private cars a total sum of $218,197.77, viz.:

Armour Car Lines	$15,347
Burton Stock Car Company	19,008
Canada Cattle Car Company	16,785
Consolidated Cattle Car Company	23,720
St. Louis Refrigerator Car Company	11,293
Street's Western Stock Car Line	79,241
Swift's Refrigerator Transportation Company	9,480

The foregoing only embrace a few of the many private companies from which the railway companies hire cars. The grand total paid for the use of private cars by the foregoing companies, $835,113.30, is given simply as a matter of information to the public.

REVIEW OF STATISTICS—STATE OF KANSAS.

Total mileage operated, 8,942.79.
Total mileage operated, exclusive of trackage rights, 8,774.99.
Total for 1896, 8,812.90.
Decrease for the year, 37.91 miles.
Decrease distributed as follows:

Union Pacific	.30	
Salina & Southwestern	.01	
Solomon	.21	
Wichita & Western	45.15	
Total decrease		45.67

The following lines show an increase:

Hutchinson & Southern	5.10	
Kansas City, Fort Scott & Memphis	1.43	
Leavenworth, Topeka & Southwestern	.75	
Junction City & Fort Kearney	.01	
Kansas Central	.47	
Total increase		7.76
Net decrease for the year		37.91

CAPITAL STOCK AND DEBT.

It is impossible, with the information before this Commission, to give the Kansas proportion of capital stock and funded debt, as some of the lines state that it is not possible for them to make a division of these items upon state lines. The Commission has, however, given the proportion for Kansas as to stock and debt upon a *pro rata* mileage basis, in tables Nos. 2, 3, and 4, Part III of this report.

EARNINGS AND EXPENSES.

Gross earnings from operation		$25,331,768 77
Operating expenses:		
Maintenance of way and structures	$5,213,143 95	
Maintenance of equipment	2,774,444 08	
Conducting transportation	9,962,187 34	
General expenses	913,336 83	
The C. B. & Q. failed to subivide its operating expenses for Kansas, but gives as a total	257,143 48	
Total operating expenses		19,120,255 68
Income from operation		$6,211,513 09

We cannot give for Kansas the proportion of interest on funded debt, etc., which should be deducted from "Income from Operation" to show net income, but the taxes paid in Kansas were $2,030,175.20, leaving a balance from "Income from Operation" to pay interest and dividends the sum of $4,181,337.89.

EMPLOYEES AND SALARIES.

The railway companies employed in Kansas during the year, in "General Administration," 1,010 persons, at an average daily compensation of $2.94. In "Maintenance of Way and Structures," 7,740 persons, at an averege daily compensation of $1.22. In "Maintenance of Equipment," 4,395 persons, at an average daily compensation of $2.09. In "Conducting Transportation," 8,352 persons, at an average daily compensation of $2.11. Total number of employees, 21,497.

PUBLIC SERVICE.

Number of passengers carried earning revenue, 3,793,824.
Number carried one mile, 210,279,092.
Average distance carried, 55.43 miles.
Received from each passenger, $1.25.
Average revenue per passenger per mile, 2.25 cents.
Tons of freight carried earning revenue, 12,627,873.
Carried one mile, 1,709,302,267.
Average distance carried, 135.35 miles.
Average revenue from each ton, $1.40.
Average revenue per ton per mile, 1.035 cents.
Gross earnings per mile, $3,036.46.
Gross earnings per train mile, $1.18.
Operating expenses per mile, $2,292.37.
Operating expenses per train mile, 89 cents.

CONSUMPTION OF FUEL.

The railway locomotives in the state of Kansas consumed during the year 1,633,890 tons of fuel while running 40,169,730 miles, or 81.1 pounds per mile, at an average cost of $2.20 per ton.

RENEWALS OF RAILS AND TIES.

There were laid in this state during the year 2,216,842 tons of steel rails, at an average cost of $23.24 per ton at distributing points. There were no iron rails laid. There were also laid during the year 4,664,189 ties, consisting of oak and cedar, at a total cost of $1,203,-476.24 at distributing points.

ACCIDENTS TO PERSONS.

Total number of persons killed in Kansas, 89. Total persons injured, 526. Of those killed, 30 were employees, two were passengers, 50 were trespassers, 7 were designated as "others." Of those in-

jured, 383 were employees, 67 were passengers, 46 were trespassers, and 30 designated as "others."

The tabulation for the state of Kansas found in this report is the most complete exhibit ever presented in any report of this Commission. This is especially true of the exhibits showing "Gross Earnings," "Operating Expenses," "Income from Operation," etc.; and it is believed will be found profitable to the Kansas citizen interested in the railway problem. The M. K. & T. Railway Company, it will be observed, does not show proportions for Kansas, for the reason alleged, that the necessary information is "not compiled." The K. C. P. & G. Railway Company states that its road is in such an unfinished condition that it cannot furnish the proportions for Kansas this year, but will do so in its next annual report.

All of which is respectfully submitted.

W. P. DILLARD,
W. M. CAMPBELL,
L. D. LEWELLING,
Railroad Commissioners.

PART II.

DIRECTORY OF RAILROADS.

In this subdivision of the report the following information is given relative to each company reporting to the Board for the year ending June 30, 1897, viz.:

HISTORY.
ORGANIZATION.
OFFICERS AND ADDRESSES.
LIST OF PROPERTIES OPERATED.
TOTAL MILEAGE.
COMPARATIVE GENERAL BALANCE SHEET.
IMPORTANT CHANGES DURING THE YEAR.
CONTRACTS, AGREEMENTS, ETC.

DIRECTORY OF RAILROADS.

ANNUAL REPORT OF

The Atchison, Topeka & Santa Fe Railway Company,

For the Year Ending June 30, 1897.

This report includes the property and operations of the following-named companies, of which practically the entire issues of capital stock and bonds are owned by The Atchison, Topeka & Santa Fe Rly. Co. and pledged as part of the security for its general-mortgage bonds, and the property of which is operated as part of the A. T. & S. F. Rly. system:

Names of lines.	Where incorporated.	Date of incorporation.
Atchison, Topeka & Santa Fe Rld. Co. in Chicago	Illinois	May 11, 1887.
Chicago, Santa Fe & California Rly. Co	"	December 3, 1886.
Mississippi River Railroad & Toll Bridge Co	"	November 9, 1886.
The Sibley Bridge Co	Missouri	March 24, 1887.
St. Joseph, St. Louis & Santa Fe Rly. Co	"	August 8, 1887.
The Chicago, Kansas & Western Rld. Co., charter amended October 9, 1886	Kansas	May 31, 1886.
Florence, El Dorado & Walnut Valley Rld. Co	"	March 10, 1887.
Kansas City, Emporia & Southern Rly. Co	"	October 6, 1882.
Kansas City, Topeka & Western Rld. Co	"	Sept. 29, 1885.
Leavenworth, Northern & Southern Rly. Co	"	October 25, 1885.
Marion & McPherson Rly. Co	"	October 6, 1882.
The Southern Kansas Rly. Co	"	April 16, 1885.
Wichita & Southwestern Rly. Co	"	October 6, 1882.
The Denver & Santa Fe Rly. Co., charter amended February 15, 1887	Colorado	March 22, 1887.
The Pueblo & Arkansas Valley Rld. Co., charter amended February 15, 1887	Cclorado	Sept. 12, 1878.
The New Mexico & Southern Pacific Rld. Co	New Mexico	January 16, 1882.
Rio, Grande, Mexico & Pacific Rld. Co	"	April 18, 1881.
Silver City, Deming & Pacific Rld. Co	"	March 23, 1882.

The following companies, whose lines, which, although operated separately and not leased, form a continuous line in connection with the leased lines of The Atchison, Topeka & Santa Fe Rly. Co., are included in this report for convenience, the Atchison company having assumed their obligations and being the owner of their capital stock and bonds:

Names of lines.	Where incorporated.	Date of incorporation.
Rio Grande & El Paso Rld. Co	Texas	October 28, 1880.
The Southern Kansas Rly. Co. of Texas	"	November 2, 1886.

HISTORY.

Name: The Atchison, Topeka & Santa Fe Railway Company.

Date of organization: December 12, 1895.

Organized under the laws of Kansas.

Atchison, Topeka & Santa Fe Rld. Co. was organized under territorial laws of Kansas, February 11, 1859, as Atchison & Topeka Rly. Co.; name changed November 24, 1863.

ORGANIZATION.

Directors.	Address.	Expiration of term.
A. F. Walker	New York	December 9, 1897.
E. P. Ripley	Chicago	
E. J. Berwind	New York	
H. R. Duval	"	
T. P. Fowler	"	
E. N. Gibbs	"	
G. G. Haven	"	
R. S. Hayes	"	
V. Morawetz	"	
B. P. Cheney	Boston	
G. A. Nickerson	"	
Wm. Rotch	"	
C. S. Gleed	Topeka	
C. K. Holliday	"	
T. A. Osborn	"	

Last meeting of stockholders for election of directors: December 10, 1896.
Post-office address of general office: Topeka, Kan.
Post-office address of operating office: Topeka, Kan.

OFFICERS.

Title.	Name.	Location.
Chairman of the Board	Aldace F. Walker	New York.
President	E. P. Ripley	Chicago.
Third Vice-President	Paul Morton	"
Assistant to the President	C. M. Higginson	"
Secretary and Treasurer	E. Wilder	Topeka.
Assistant Secretary	L. C. Deming	New York.
Assistant Treasurer	H. W. Gardiner	"
General Counsel	Victor Morawetz	"
General Solicitor	E. D. Kenna	Chicago.
Comptroller	J. P. Whitehead	New York.
General Auditor	H. C. Whitehead	Chicago.
Auditor of Disbursements	I. S. Lauck	Topeka.
Auditor of Freight Receipts	C. S. Sutton	"
Auditor of Passenger Receipts	C. M. Atwood	"
General Manager	J. J. Frey	"
Chief Engineer	James Dun	"
General Superintendent	H. U. Mudge	"
Superintendent of Machinery	John Player	"
Superintendent Car Service	C. W. Kouns	"
Superintendent of Telegraph	C. G. Sholes	"
General Claim Agent	C. W. Ryus	"
Freight Traffic Manager	W. B. Biddle	Chicago.
Assistant Freight Traffic Manager	W. A. Bissell	"
General Freight Agent	F. C. Gay	Topeka.
Assistant General Freight Agent	C. R. Hudson	"
Assistant General Freight Agent	J. E. Gorman	Chicago.
Passenger Traffic Manager	W. F. White	"
General Passenger Agent	W. J. Black	Topeka.
Assistant General Passenger Agent	C. A. Higgins	Chicago.
General Baggage Agent	P. Walsh	Topeka.
General Purchasing Agent	W. E. Hodges	Chicago.
Land Commissioner	J. E. Frost	Topeka.
Tax Commissioner	E. T. Cartlidge	"

PROPERTY OPERATED.

Name.	Terminals. From	Terminals. To	Miles for each road named.	Miles for each class of roads named.
Line represented by capital stock—main line:				
The A. T. & S. F. Rly. Co.....	Chicago (Elsdon Jct.),	N. M. and Texas state		
	line (exclusive of 6.44	miles of rented track		
Branches and spurs:	between Big Blue Jct.	and Kansas City, Mo.),	1,595.10	
The A. T. & S. F. Rly. Co	Ancona, Ill.....	Pekin, Ill. (exclu've of		
	5.91 miles rented track.	Stre'tor Jc. to P'kin Jc.)	52.40	
	La Junta, Colo	Denver, Colo.....	191.49	
	Newton, Kan.....	Purcell, I. T.....	233.90	
	Holliday, Kan	I.T. and Tex. state line,	442.83	
	North Lexington, Mo.	Winthrop, Mo., in-		
	cludi'g branch to Lake	Contrary, 1.59 miles ...	97.56	
	Atchison, Kan	Topeka, Kan.....	50.54	
	Wilder, Kan	Hawthorne, Kan.....	46.19	
	Lawrence, Kan.....	North Ottawa, Kan...	26.24	
	North Ottawa, Kan...	Emporia, Kan.....	56.42	
	Osage City, Kan	Quenemo, Kan.....	20.41	
	Burlington Jct., Kan..	Gridley, Kan.....	52.74	
	Colony, Kan.....	Yates Center, Kan....	25.27	
	Chanute, Kan.....	Pittsburg, Kan.....	61.08	
	Cherry Vale, Kan.....	Coffeyville, Kan	18.09	
	Chanute, Kan.....	Longton, Kan.....	44.54	
	Benedict, Kan.....	Madison Jct., Kan....	41.11	
	Independence, Kan...	Cedar Vale, Kan.....	55.83	
	Emporia, Kan.....	Moline, Kan.....	84.38	
	Ellinor, Kan.....	Bazaar, Kan.....	10.00	
	Gladstone, Kan.....	Nebraska state line...	162.88	
	Abilene, Kan.....	Salina, Kan.....	22.56	
	Manchester, Kan.....	Barnard, Kan.....	43.08	
	Florence, Kan.....	Winfield, Kan.....	72.73	
	Augusta, Kan.....	Mulvane, Kan.....	20.80	
	Mulvane, Kan.....	Caldwell, Kan	42.55	
	Wellington, Kan.....	Hunnewell, Kan.....	18.41	
	Attica, Kan.....	Medicine Lodge, Kan.	21.26	
	Mulvane, Kan.....	Englewood, Kan.....	166.28	
	Florence, Kan.....	Ellinwood, Kan.....	98.84	
	Little River, Kan.....	Holyrood, Kan.....	30.27	
	Hutchinson, Kan.....	Kinsley, Kan.....	84.43	
	Great Bend, Kan.....	Scott City, Kan.....	120.39	
	Larned, Kan.....	Jetmore, Kan.....	46.80	
	South Pueblo, Colo...	Canon City, Colo.....	47.35	
	Dillon, N. M	Blossburg, N. M.....	5.93	
	Las Vegas, N. M.....	Hot Springs, N. M....	8.27	
	Lamy, N. M.....	Santa Fe, N. M	18.30	450.48 2
	Socorro, N. M.....	Magdalena, N. M.....	30.96	
	Rincon, N. M.....	Deming, N. M.....	54.44	
Proprietary companies whose entire capital stock is owned by this company:	Nutt, N. M	Lake Valley, N. M....	13.31	
	Deming, N. M.....	Silver City, N. M.....	48.30	
				4,384 26
The So. Kan. Rly. Co. of Texas,	I. T. and Tex. sta. line,	Panhandle City, Tex..	100.41	
Rio Grande & El Paso Rld....	N. M. and Tex. sta. line	El Paso, Tex.....	20.15	
				120.56
Line operated under lease for specified sum:				
Silver City & Nor'n Rly. Co ..	Whitewater, N. M	San Jose, N. M.....	.....	14.60
Lines operated under trackage rights:				
Fremont, Elkhorn & M. V. Rld.	Nebraska state line...	Superior, Neb.....	2.53	
Chicago & G. Trunk Jct. Rld..	Terminal in	Chicago, Ill.....	3.62	
Chicago & W. Indiana Rld...	Terminal in	Chicago, Ill.....	4.84	
Toledo, Peoria & W. Rly	Streator Jct., Ill.....	Pekin Jct., Ill.....	5.91	
Kansas City Belt Rly. Co.....	Big Blue Jct., Mo.....	Kansas City, Mo.....	6.44	
				23.34
Total mileage operated...	.....	.....	.....	4,542.76
Total mileage operated in Kansas,	.....	.....	.....	2,442.67

Miles operated June 30, 1896.....	**4,528.16**
Miles added April 1, 1897, Silver City & Northern Rly. leased (Whitewater to San Jose).....	**14.60**
Total.....	**4.542.76**

Average miles operated during the year, 4,531.81.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896.		Assets.	June 30, 1897.		Year ending June 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	$371,922,819 92	Cost of road and equipment		$386,922,359 13	$14,999,539 21	
	8,000 00	Stocks owned		15,320 00	7,320 00	
	296,316 00	Bonds owned		3,257,982 30	2,961,636 30	
	20,000,000 00	Capital stock preferred in special trust		17,286,470 00		$2,713,530 00
	181,442 85	Improvements to auxiliary companies		1,035,118 55	853,675 70	
		New York Security and Trust Company, trustee		342,757 55	342,757 55	
		Union Trust Company of New York, trustee		100,572 50	100,572 50	
	5,976,175 00	Joint executive reorganization committee, A. T. & S. F.				5,976,175 00
	2,124,008 62	Cash and current assets		4,792,200 93	2,668,192 31	
	828,367 62	Other assets		673,546 08		154,821 54
$813,421 18		Materials and supplies	$657,990 79			
14,946 44		Sundries	15,555 29			
	$401,337,160 01	Grand totals		$414,426,327 04	$13,089,167 03	
		Liabilities.				
	$233,486,000 00	Capital stock		$233,486,000 00		
	162,346 389 89	Funded debt		174,196,750 00	$11,850,360 11	
	2,259,135 26	Current liabilities		2,384,144 35	125,009 09	
	1,098,535 00	Accrued interest on funded debt not yet payable		1,200,957 50	102,422 50	
	146,132 37	Atlantic & Pacific Equipment Company, stock redemption fund				$146,132 37
	1,103,620 23	Unascertained liabilities accrued prior to January 1, 1896, estimated		446,217 89		657,402 34
	641,942 00	Accrued taxes not yet due		628,443 98		13,498 02
	113,685 08	Rolling stock replacement fund		480,586 72	366,901 64	
	141,720 18	Profit and loss		1,603,226 60	1,461,506 42	
	$401,337,160 01	Grand totals		$414,426,327 04	$13,089,167 03	

NAME OF ALL COAL, BRIDGE, CANAL OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Name.	Character of business.	Title.	State or territory.
Las Vegas Hot Springs Co.....	Hotel and sanitarium,	Owned by proprietary company, N. M. & S. P. R. R. Co.....	New Mexico.

IMPORTANT CHANGES DURING THE YEAR.

The line of the Silver City & Northern Rly. Co., extending from Whitewater to San Jose, N. M., was leased and operation commenced April 1, 1897.

During the year general-mortgage bonds have been issued under provisions of the general mortgage for following purposes:

Improvements.....	$1,760,529 00
Retirement of outstanding prior-lien bonds and equipment-trust obligations.....	1,762,094 10
Acquisition of Atlantic & Pacific Rld. Co., western division, first-mortgage bonds.....	9,044,376 90
Total.....	$12,567,000 00

Negotiations were completed in February, 1897, for the purchase of the entire issue of Atlantic & Pacific Rld. Co., western division, first-mortgage bonds, for which the company issued, prior to July 1, 1897, its general-mortgage bonds to the amount of $9,044,376.90. The mortgage securing said first-mortgage bonds was foreclosed, and the property sold May 31, 1897, the receiver remaining in possession until the close of the fiscal year.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

WELLS, FARGO & CO.'S EXPRESS.

The express company pays a certain percentage of its gross earnings from business carried over this company's line, and guarantees to the railway company that such percentage shall not be less than a fixed amount per annum.

UNITED STATES GOVERNMENT MAILS.

This company provides the cars, pays cost of maintenance of same, receives and delivers the mails at terminal offices, and delivers the mails into and takes them from all intermediate offices located not over 80 rods from points at which trains make regular stops.

Compensation is based on weight of mails, speed of trains, etc., as provided by law.

PULLMAN PALACE CAR COMPANY.

The cars are owned by the Pullman Palace Car Company, which receives all the earnings, and pays running expenses. The railway company furnishes ice, water, fuel, and oils, and pays the Pullman Palace Car Company a fixed mileage rate for cars operated on line of the railway company. When the revenue received by the Pullman Palace Car Company from sale of seats and berths shall equal or exceed a certain amount per annum, then the payment of the fixed mileage rate shall cease.

WESTERN UNION TELEGRAPH COMPANY.

All telegraph lines and appliances thereto along the line of the railway company are owned jointly with the Western Union Telegraph Company. Cost of repairs is borne jointly by the two companies. The railway company has free use of the wires for its own business, pays salaries of operators, furnishes office room, light, and heat, retaining as compensation for such expenses a percentage of receipts from commercial business.

OTHER CONTRACTS AND AGREEMENTS.

With the Southern Pacific Company: Providing for transportation of freight and passengers over the Southern Pacific Company's line between Deming, N. M., and Benson, Ariz., to and from points on or beyond the Atchison, Topeka & Santa Fe Rly. Co.'s lines east of Deming, N. M., from and to points on the New Mexico & Arizona and Sonora Railway Companies' lines south of Benson, Ariz.

With the Southern Pacific Company: For the ticketing of passengers from and to points east of the meridian of La Junta, Colo., including La Junta; also Pueblo, Colorado Springs, and Denver, through Barstow, Los Angeles, and Newhall, Cal., to and from common points on the Southern Pacific Company's lines north of Mojave, Cal.

With the Colorado Midland Company: For the interchange of freight and passenger traffic at Colorado Springs, Colo.

With the Santa Fe, Prescott & Phœnix Rld. Co.: For the interchange of freight and passenger traffic at Ash Fork, Ariz.

Trans-Continental Freight Bureau (effective May 20, 1897): Comprising various companies organized for the purpose of economy in printing and distributing joint tariffs and rates as between the companies forming the lines over which the traffic moves, and in order to comply with the laws governing interstate traffic.

Western Joint Traffic Bureau (effective April 1, 1897): Comprising various roads organized for the purpose of printing and distributing joint tariffs and rates, and to promote fair and proper divisions of same, as between the companies forming the lines over which such joint traffic moves, and in order to comply with the federal and state laws governing the issuance of joint tariffs, and to print and distribute tariffs, and for the purpose of providing traffic statistics, and securing compliance with the decisions of the Interstate Commerce Commission, various state railway commissioners, and of the courts.

Southwestern Freight Bureau (effective June 7, 1897): Comprising various roads organized for the purpose of fulfilling the federal and state laws regulating commerce, and to aid in enforcing them, especially with design to prevent discrimination or giving undue preference, and for the purpose of interchanging information with regard to tariffs, and for correctly and economically publishing and distributing same.

Trans-Missouri Freight Bureau (effective June 1, 1897): Comprising various roads organized for the purpose of correctly and economically printing and distributing classifications, rules and rates lawfully made by the different roads.

ANNUAL REPORT OF THE

Chicago, Burlington & Quincy Railroad Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: Chicago, Burlington & Quincy Rld. Co.

Date of organization: Charter passed February 14, 1885; Burlington & Missouri River Rld. in Nebraska incorporated May 12, 1869.

Under laws of what government, state or territory organized: Chicago, Burlington & Quincy Rld. Co., Illinois; Burlington & Missouri River Rld. in Nebraska, Nebraska; Republican Valley Rld. Co., Nebraska.

Is a consolidated company, viz.: Aurora Branch Rld. Co., chartered February 12, 1849; amended February 14, 1855, changing name to Chicago, Burlington & Quincy Rld. Co. Central Military Tract Rld. Co., chartered February 15, 1851; consolidated with Chicago, Burlington & Quincy Rld. Co. July 9, 1856. Peoria & Oquawka Rld. Co., chartered February 12, 1849; consolidated with the Chicago, Burlington & Quincy Rld. Co. June 24, 1864. Northern Cross Rld. Co., chartered April 13, 1849; consolidated with the Chicago, Burlington & Quincy Rld. Co. July 30, 1865. Burlington & Missouri River Rld. Co., incorporated January 15, 1850, and the Burlington & Missouri River Rld. Co., incorporated July 24, 1871, both existing under the laws of the state of Iowa; consolidated with Chicago, Burlington & Quincy Rld. Co. January 31, 1875. Burlington & Missouri River Rld. in Nebraska, incorporated May 12, 1869; consolidated with Chicago, Burlington & Quincy Rld. Co. January 1, 1880. Republican Valley Rld. Co., incorporated March 28, 1878; consolidated with Chicago, Burlington & Quincy Rld. Co. March 1, 1882.

ORGANIZATION.

Directors.	Address.	Expiration of term.
John M. Forbes	Boston, Mass.	November 3, 1897.
John N. A. Griswold	New York, N. Y.	
R. T. Payne, second	Boston, Mass.	
Charles E. Perkins	Burlington, Iowa	
T. Jefferson Coolidge	Manchester, Mass	
G. P. Gardner	Boston, Mass	
Wm. Endicott, jr.	" "	
Francis W. Hunnewell	" "	
Richard Olney	" "	
Edward W. Hooper	Cambridge, Mass	
James H. Smith	New York, N. Y.	

Total number of stockholders at date of last election, 12,219.

Date of last meeting of stockholders for election of directors, May 12, 1897.

Post-office address of general office, No. 209 Adams street, Chicago, Ill.

Post-office address of operating office, Omaha, Neb.

OFFICERS.

Title.	Name.	Location.
Chairman of the Board	J. M. Forbes	Boston, Mass.
President	C. E. Perkins	Burlington, Ia.
First Vice-President	J. C. Peasley	Chicago, Ill.
Second Vice-President	Geo. B. Harris	"
Secretary	T. S. Howland	Boston, Mass.
Treasurer	J. C. Peasley	Chicago, Ill.

OFFICERS—CONCLUDED.

(For lines west of the Missouri river.)

Title.	Name.	Location.
Assistant Treasurer	J. G. Taylor	Omaha, Neb.
General Solicitor	C. F. Manderson	"
Attorney	J. W. Deweese	Lincoln, Neb.
General Auditor	C. I. Sturgis	Chicago, Ill.
Auditor	J. G. Taylor	Omaha, Neb.
Assistant Auditor	W. P. Durkee	"
General Manager	G. W. Holdrege	"
Chief Engineer	I. S. P. Weeks	Lincoln, Neb.
General Superintendent	T. E. Calvert	"
Superintendent	E. Bignell	"
"	C. B. Rodgers	Wymore, Neb.
"	A. Campbell	McCook, Neb.
"	J. R. Phelan	Alliance, Neb.
Superintendent of Telegraph	C. E. Yates	Lincoln, Neb.
General Freight Agent	Geo. H. Crosby	Omaha, Neb.
Assistant General Freight Agent	Allen B. Smith	"
General Passenger and Ticket Agent	J. Francis	"
Asst. General Passenger and Ticket Agent	Arthur B. Smith	"
General Baggage Agent	T. Marsland	Lincoln, Neb.
Land Commissioner	W. W. Baldwin	Burlington, Ia.

PROPERTY OPERATED.

Name.	Terminals. From	Terminals. To	Miles for each road named.	Miles for each class of roads named.
Line represented by capital stock—main line:				
Chicago, Burl. & Quincy Rld	Chicago, Ill	Pacific Jct., Ia	428.70	
	Galesburg, Ill	Quincy, Ill	100.05	
	"	Peoria, Ill	52.77	
Burl. & Mo. River Rld. in Neb	Pacific Jct., Ia	Kearney, Neb	195.29	830.81
Branches and spurs:				
Chicago, Burl. & Quincy Rld	Aurora, Ill	West Chicago, Ill	12.35	
	Yates City, Ill	Lewiston, Ill	30.13	
Peoria & Hannibal Rld	Lewiston, Ill	Rushville, Ill	82.66	
Burlington & Mo. River Rld	Chariton, Ia	Leon, Ia	36.72	
	Creston, Ia	Hopkins, Mo	44.61	
	Red Oak, Ia	Hamburg, Ia	39.17	
Chicago & Iowa Rld	South Aurora, Ill	Forreston, Ill	78.44	120.50
Chi., Rockford & North'n Rld	Flogg Center, Ill	Rockford, Ill	23.50	
Ottawa, Oswego & Fort River Valley Rld	Geneva, Ill	Streator, Ill	67.25	
Illinois Val. & Northern Rld	Streator, Ill	Walnut, Ill	58.76	
Chicago & Rock River Rld	Shabonna, Ill	Sterling, Ill	47.98	
Joliet, Rockford & North'n Rld	Sheridan Jct., Ill	Paw Paw, Ill	39.54	
Illinois Grand Trunk Rld	Mendola, Ill	Fulton, Ill. Clinton, Ia.	65.35	
Dixon, Peoria & Hannibal Rld	Buda, Ill	Elmwood, Ill	44.51	
Galesburg & River Rld	Galesburg, Ill	Rio, Ill	12.22	
American Central Rld	Galva, Ill	New Boston, Ill	50.63	
Carthage & Burlington Rld	Carthage Jct., Ill	Carthage, Ill	70.20	
Quincy & Warsaw Rld	Carthage, Ill	Quincy, Ill		
St. L., Rock Isl. & Chi. Rld	Sterling, Ill	Barstow, Ill	40.44	
	Rock Island, Ill	East St. Louis, Ill	227.71	
	Gladstone, Ill	Keithsburg, Ill	17.13	285.28
Dixon & Quincy Rld	Keithsburg Jct., Ill	"	6.25	
Albia, Knoxville & Des M. Rld	Albia, Ia	Knoxville, Ia	32.97	
Des Moines & Knoxville Rld	Knoxville, Ia	Des Moines, Ia	34.97	
Republican Valley Rld	York, Neb	Central City, Neb	41.34	
	Nemaha, Neb	Salem, Neb	17.60	
	"	Beatrice, Neb	65.20	
	Beatrice, Neb	Wymore, Neb	11.87	
	Hastings, Neb	Colorado state line	239.41	
	Aurora, Neb	Grand Island, Neb	18.51	
	"	Hastings, Neb	27.75	
	Table Rock, Neb	Amboy, Neb	142.84	564.52
Humeston & Shenandoah Rly	Humeston, Ia	Shenandoah, Ia	95.45	
Leon, Mt. Ayr & S. W. Rld	Leon, Ia	Grant City, Mo	57.72	
	Bethany Jct., Ia	Albany, Mo	46.22	
St. Joseph & Des Moines Rld	Albany, Mo	St. Joseph, Mo	48.09	

PROPERTY OPERATED — CONCLUDED.

Name.	Terminals. From	Terminals. To	Miles for each road named.	Miles for each class of roads named.
Branches and spurs—*concl.:*				
Chariton, Des Moines & So. Rld.	Chariton, Ia	Indianola, Ia	33.16	
Creston & Northern Rld	Creston, Ia	Fontanelle, Ia	27.50	
Western Iowa Rld	Fontanelle, Ia	Cumberland, Ia	20.33	
Brownville & Nodaway Val. Rld.	Villisca, Ia	Burlington Jct., Mo	35.00	
Clarinda, Coll. Sp'gs & S.W. Rld.	Clarinda, Ia	Northboro, Ia	15.89	
Red Oak & Atlantic Rld	Red Oak, Ia	Griswold, Ia	8.04	
Neb. City, Sydney & N. E. Rld	Hastings, Ia	Sidney, Ia	21.12	
Hastings & Avoca Rld	Hastings, Ia	Carson, Ia	15.79	
Keokuk & St. Paul Rld	Burlington, Ia	Keokuk, Ia	42.33	
Omaha & Southwestern Rld	Omaha, Neb	Oreapolis, Neb	16.88	
	Crete, Neb	Beatrice, Neb	30.09	
Nebraska Rly	Nemaha, Neb	York, Neb	135.74	
	Nebraska City Bridge	Line	2.12	
Lincoln & Northwestern Rld	Lincoln, Neb	Columbus, Neb	73.49	
Atchison & Nebraska Rld	Atchison, Kan	Lincoln, Kan	144.95	
	Rulo Bridge Line		3.42	
Nebraska & Colorado Rld	Chester, Neb	Fairmount, Neb	45.19	
	Kenesaw, Neb	Oxford, Neb	60.67	
	DeWitt, Neb	Colo. State Line, Neb.	298.32	
	Edgar, Neb	Superior, Neb	26.53	430.71
Chicago, Nebraska & Kan. Rld.	Odell Junction, Neb	Concordia, Kan	71.04	
Rep. Valley, Kansas & S.W. Rld.	Republican, Neb	Oberlin, Kan	78.23	
Burlington & Colorado Rld	Colo. State Line, Neb.	Denver, Colo	174.89	
Colorado & Wyoming Rld	Colo. State Line, Neb.	Wyo. State Line, Colo.	144.58	
Cheyenne & Burlington Rld	Colo. State Line, Wyo.	Cheyenne, Wyo	29.01	
Oxford & Kansas Rld	Orleans, Neb	Kan. State Line, Neb.	59.61	
Beaver Valley Rld	Neb. State Line, Kan.	St. Francis, Kan	74.18	
Lincoln & Black Hills Rld	Central City, Neb	Erickson, Neb	62.94	
	Greeley Center, Neb	Burwell, Neb	40.38	
	Palmer, Neb	Arcadia, Neb	54.02	157.34
Grand Island & Wyo. Cen. Rld.	Grand Island, Neb	Wyo. State Line, S. D.	401.32	5297
	Edgmonton Jct., S. D.	Deadwood, S. D	106.40	
	Minnekahta, S. D	Hot Springs, S. D	13.34	
	Englewood, S. D	Spearfish, S. D	31.91	
Grand Island & Nor. Wyo. Rld.	Wyo. State Line, S. D.	Mon. State Line, Wyo.	229.59	
	Newcastle, Wyo	Cambria, Wyo	7.00	
Big Horn Southern Rld	Mon. State Line, Wyo.	Huntley, Mont	101.74	
Denver, Utah & Pacific Rld	Denver, Colo	Utah Jct., Colo	3.00	
	Burns Jct., Colo	Lyons and Tower, Col.	32.67	
Republican Valley & Wyo. Rld.	Culbertson, Neb	Imperial, Neb	49.17	
Omaha & North Platte Rld	Omaha, Neb	Schuyler, Neb	80.59	
St. Joseph & Nebraska Rld	Napier, Mo	Boswell, Mo	5.86	
				4,823.52
Line operated under lease for specified sum:				
Quincy, Alton & St. Louis Rld.	Quincy, Ill	East Louisiana, Ill. East Hannibal, Ill.		46.36
Lines operated under trackage rights:				
Pennsylvania Co., at Chicago,			1.22	
Chicago & Northwestern Rly.,	at Clinton, Ia., and Ill.		1.06	
Quincy Bridge Co., at Quincy,			.22	
Wabash Rld	East Hannibal, Ill	Hannibal, Mo	1.35	
Chicago & Alton Rld	East Louisiana, Ill	Louisiana, Mo	2.07	
Indianapolis & St. Louis Rld	Alton, Ill	East St. Louis, Ill	22.30	
Keokuk & Western Rld	Van Wert, Ia	Humeston Ia	17.08	
St. Clair, Mad. & St. Louis Belt,	Alton, Ill	Con. St. L. & N.W., Mo.	2.75	
St. Louis, Keo. & No. West. Rld.	Con. St. C. M. & St. L.	B., Mo., St. Louis, Mo.	16.81	
St. Louis Merchants' Bridge Te	rm. Rly., at St. Louis.		3.88	
K. C. St. Joe & C. B. Rld	Pacific Jct., Ia	Council Bluffs, Ia	16.52	
	Hamburg, Ia	Neb. City Jct., Neb	6.97	
	Neb. City Br'ge Con, Ia.	Nebraska City, Neb	3.65	
	At Northboro, Ia		1.93	
	Napier, Mo	St. Joseph, Mo	37.28	
Union Pac. D. & G. Rly	Utah Jct., Colo	Burns Jct., Colo	41.30	
Northern Pac. Rld	Huntley, Mont	Billings, Mont	12.62	159.01
Total mileage operated				5,859.70

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897. Increase.	Year ending June 30, 1897. Decrease.
$204,952,631 40	Cost of road and equipment	$205,740,341 05	$787,709 65	.....
22,378,312 95	Stocks owned	22,885,501 79	507,188 84	.....
16,044,147 47	Bonds owned	15,119,118 85	.....	$925,028 62
2,451,668 70	Other permanent investments	3,304,421 32	852,752 62	.....
717,831 02	Lands owned	171,159 75	.....	546,671 27
5,641,086 82	Cash and current assets	5,935,358 01	294,271 19	.....
	Other assets:			
2,295,188 47	Materials and supplies	1,663,286 90	.....	631,901 57
9,635,227 94	Sinking fund	10,442,353 55	807,125 61	.....
$264,116,094 77	Grand total	$265,261,541 22	$1,145,446 45	.....
	Liabilities.			
$82,004,200 00	Capital stock	$82,004,200 00	.....	.....
129,409,900 00	Funded debt	129,034,900 00	.....	$375,000 00
4,044,309 58	Current liabilities	3,630,573 90	.....	413,735 68
15,289,229 92	Sinking funds	16,618,114 42	$1,329,581 51	.....
9,000,000 00	Renewal funds	9,000,000 00	.....	.....
1,575 47	Accrued interest on funded debt not yet payable	6,413 70	.....	4,838 23
286,947 96	Current accounts — balance	320,419 10	33,471 14	.....
9,368,878 20	Income account	10,737,319 90	1,368,441 70	.....
	Profit and loss	13,921,730 59	.....	.....
$264,116,094 77	Grand total	$265,261,541 22	$1,145,446 45	.....

IMPORTANT CHANGES DURING THE YEAR.

CHANGES IN BONDS.

	Increase.	*Decrease.*
C. B. & Q. consolidated mortgage 7's, 1903	$1,000	.....
" Iowa division 5's, 1919	.....	$42,000
" " " 4's, 1919	.....	189,000
" Nebraska extension 4's, 1927	.....	319,000
" bond scrip 7's, 1903	.....	1,000
B. & M. in Nebraska 6's, 1918	524,000	.....
Nebraska Rly. 7's, 1896	.....	349,000

Net decrease, $375,000.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Adams Express Co.
None west of the Missouri river.
Pullman Palace Car Co., for sleeping cars; none for parlor or dining cars.
K. C. St. J. & C. B. Rld., for use of track in Missouri.
U. P. D. & G. Rly., for use of track in Colorado.
Northern Pacific Rld., for use of track in Montana.

Western Union Telegraph Company: A considerable portion of the telegraph lines along the main line of the road in Illinois, and most of its branches, was built prior to 1872, at which time the road was consolidated with the Iowa property, on which latter there was a telegraph system built entirely by the railroad company; and the same is true of the telegraph line along that portion of the road west of the Missouri river, which was consolidated about 1880 with the road east of the Missouri river.

In 1872, a written contract, to run for 25 years, was made with the Western Union Telegraph Company, which contract was, in its commercial features, subsequently extended over all portions of the road.

By the terms of this contract, the railroad company agreed to build a telegraph line along its road and branches; and, if a second line was needed, the telegraph company was to furnish the poles and the railroad company the labor. It was also agreed that, whenever the railroad company should require the exclusive use of one wire, the telegraph company should furnish the material and machinery for an additional wire, and the railroad company should furnish the labor for putting up such wire. The telegraph company agreed to furnish all poles, wire and insulators, and the stationery for commercial business necessary for the maintenance, repair and operation of the telegraph wires along the company's road. The railroad company agreed to transport the officers and employees of the telegraph company free, when traveling on company business. The telegraph company was to furnish main batteries, and a certain amount of free service to points off the line of the railroad.

The contract also provides that the railroad company's agents shall do commercial telegraphing at all stations, and the receipts are divided in certain proportions. This contract will soon expire, and no steps have been taken for its renewal. Under its operation the telegraph company constructed some independent wires on the railroad company's property, and the parties are not agreed upon the question of ownership.

No other telegraph company operates lines over this road.

ANNUAL REPORT OF THE

Chicago Great Western Railway Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: Chicago Great Western Rly. Co.

Date of organization: January 5, 1892.

Organized under the general laws of the state of Illinois. Articles of incorporation filed with the secretary of state for the state of Illinois January 16, 1892.

Not a consolidated company.

A reorganized company, organized for the purpose of reorganizing the Chicago, St. Paul & Kansas City Rly. Co., which latter company was organized under the general laws of the state of Iowa.

ORGANIZATION.

Names.	Address.	Expiration of term.
S. C. Sterling	St. Paul, Minn	September, 1897.
C. W. Benson	"	
J. W. Lusk	"	
William Dawson	"	September, 1898.
A. Holman	"	
A. B. Stickney	"	
W. A. Gardner	Chicago, Ill	September, 1899.
W. E. Fletcher	Minneapolis, Minn	
A. Oppenheim	St. Paul, Minn	
FINANCE COMMITTEE.		
William Liddersdale	London, Eng.	
Alex. F. Wallace	"	
Howard Gilliatt	"	
C. Sligo De Pothonier	"	
Edwin Waterhouse	"	

Total number of stockholders at date of last election: 1,710.
Last meeting of stockholders for election of directors: September 3, 1896.
Post-office address of general office: St. Paul, Minn.
Post-office address of operating office: St. Paul, Minn.

OFFICERS.

Title.	Name.	Location.
Chairman of the Board	A. B. Stickney	St. Paul, Minn.
President	A. B. Stickney	"
Vice-President	A. Oppenheim	"
"	A. Holman	"
"	C. W. Benson	"
"	W. W. Bond	"
Secretary	R. C. Wight	"
Treasurer	C. O. Holman	"
Attorney	Daniel W. Lawler	"
Auditor	W. B. Bond	"
General Manager	Samuel C. Stickney	"
Chief Engineer	H. Fenstrom	"
General Superintendent	C. Shields	"
Assistant General Superintendent	J. Berlingett	"
Division Superintendent	J. A. Kelley	Chicago, Ill.
" "	B. F. Egan	Des Moines, Ia.
" "	J. C. Ford	Oelwein, Ia.
Superintendent of Telegraph	J. Berlingett	St. Paul, Minn.
General Freight Agent	P. C. Stohr	"
Assistant General Freight Agent	F. H. Tibbett	Chicago, Ill.
General Passenger and Ticket Agent	F. H. Lord	"
Asst. General Passenger and Ticket Agent	H. D. Badgley	"
General Baggage Agent	John Colley	"

PROPERTY OPERATED.

Name.	Terminals.		Miles for each road named.	Miles for each class of roads named.
	From	To		
Line represented by capital stock — main line:				
Chicago Great Western Rly..	St. Paul, Minn.....	Dubuque, Iowa.....	253.53	
	Aiken, Ill.....	Forest Home, Ill.....	146.73	
	Oelwein, Iowa.....	Des Moines, Iowa	130.33	
	Des Moines, Iowa	St. Joseph, Mo.....	159.25	
	Bee Creek, Mo.....	Beverly, Mo.....	23.00	
				712.84
Branches and spurs.....	Hayfield, Minn.....	Manly Jct., Iowa.....	42.20	
	Sumner, Iowa	Hampton, Iowa	62.95	
	Cedar Falls, Iowa....	Wilson Jct., Iowa	7.48	
	Eden, Minn.....	Mantorville, Minn....	7.57	
	Sycamore, Ill.....	De Kalb, Ill.....	5.81	
				132 01
Lines operated under trackage rights:				
St. Paul & Northern Pac. Rly..	Minneapolis, Minn...	St. Paul, Minn.....	10.56	
Duluth & Dubuque Br'ge Co..	Dubuque, Iowa.....	East Dubuque, Ill....	.59	
Illinois Central Rld.....	East Dubuque, Ill....	Portage Curve, Ill....	13.23	
Chicago, Bur. & North'n Rld..	Portage Curve, Ill....	Aiken, Ill.....	1.85	
Chicago & North'n Pac. Rld..	Forest Home, Ill.....	Chicago, Ill.....	10.18	
Des Moines Union Rly.....	In city of Des Moines,	Iowa.....	2.26	
Kansas City Sub. Belt Rly....	In city of Kansas City,	Mo.....	2.50	
Kan. City, St. J. & C. B. Rly..	In city of St. Joseph,	Mo.....	.39	
St. Joseph Terminal Rly.....	" "	"	.81	
Kan. City Northwestern Rly..	Leavenworth, Kan....	Kansas City, Kan.....	27.91	
Leav. North'n & South'n Rly..	In city of Leavenwor	th, Kan.....	2.46	
Leav. Top. & Southw'n Rly...	" "	"	1.40	
Chicago, R. I. & Pac. Rly.....	Beverly, Mo.....	Stillings, Mo.....	3.59	
Leav. Term'l Rly. & Br'ge Co..	Stillings, Mo.....	Leavenworth, Kan...	1.36	
Des Moines & Kan. City Rly..	In city of Des Moines,	Iowa.....	.44	
Atchison, Top. & S. F. Rld....	St. Joseph, Mo.....	Bee Creek, Mo.....	7.63	
				87.16
Total.....	.....	.....	.....	932.01
Total mileage operated in Kan...	.....	.....	.....	32.91

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896.		Assets.	June 30, 1897.		Year ending June 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	$51,313,075 53	Cost of road		$52,009,070 02	$695,994 49	
	2,372,872 05	Cost of equipment		2,385,931 70	13,059 65	
	869,456 21	Stocks owned		899,269 84	29,813 63	
	1,645,824 98	Rolling stock "leased"		1,784,638 83	130,813 85	
	897,285 29	Cash and current assets		979,628 60	82,343 31	
		Other assets;				
$213,248 45		Materials and supplies	$209,771 91			
160,610 67		Sundries	190,353 48			
	373,859 12			400,125 39	26,266 27	
	208,568 25	Profit and loss		236,206 94	27,638 69	
	$57,680,941 43	Grand totals		$58,694,871 32	$1,013,929 89	
		Liabilities.				
	$51,117,706 99	Capital stock		$51,597,773 99	$480,067 00	
	4,030,554 51	Funded debt		4,050,327 55	19,773 04	
	2,261,287 92	Current liabilities		2,783,114 59	521,826 67	
	35,170 01	Mileage tickets outstanding		19,055 19		$16,114 82
	162,426 00	Interest due July 15, 1896, on 4% debenture stock, payable in cash				162,426 00
		Interest due July 15, 1897, on 4% debenture stock, payable in cash		196,660 00	196,660 00	
	73,796 00	Interest due July 15, 1896, on 4% debenture stock, payable in scrip				73,796 00
		Interest due July 15, 1897, on 4% debenture stock, payable in scrip		47,940 00	47,940 00	
	$57,680,941 43	Grand totals		$58,694,871 32	$1,266,266 71	$252,336 82

IMPORTANT CHANGES DURING THE YEAR.

Line from Eden to Wasioja, Minn., extended to Mantorville, and opened for traffic December 1, 1896.

Line from Valeria to coal-mines, Iowa, 3.20 miles, abandoned.

Lease made with Des Moines & Kansas City Rly. for the use of .44 mile of track in city of Des Moines, Iowa, dated September 1, 1896.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Wells-Fargo Express Company receives and delivers goods at railway company's express cars, and pays a fixed annual sum per mile of road for the use of the railway company's express cars and the hauling of same in passenger trains, but the amount paid shall in no case be less than 40 per cent. of the gross earnings of the express company on the line of the Chicago Great Western Rly.

The United States government pays on basis of amount and character of service.

The Mann Boudoir Sleeping Car Company, operated by Pullman's Palace Car Company, furnishes the necessary number of sleeping-cars, and is paid on basis of miles run by cars. The sleeping-car company receives the revenue derived from the sale of berths and seats, and pays extra attendants in charge of cars.

No parlor cars are in use on the Chicago Great Western Rly.

The dining cars are operated by the railway company.

There are no freight or transportation companies operating over this railway.

With Illinois Central Rly. Co., for trackage and all trains of this company between East Dubuque and Portage Curve, Ill.; for which this company pays a fixed annual sum.

With Chicago, Burlington & Northern Rly. Co., for trackage of all trains of this company between Portage Curve and Aiken, Ill., for which this company pays 3 per cent. per annum on the cost of the property.

With Chicago & Northern Pacific Rly. Co., for use of terminals at Chicago, Ill., from Forest Home to Harrison street, 10.18 miles, for which this company pays a fixed annual sum.

With Des Moines Union Rly. Co., for the use of 2.26 miles of main track and terminals in the city of Des Moines, Iowa, for which this company pays its proportion on wheelage basis of 5 per cent. per annum on the cost of the property.

With Minnesota Transfer Rly. Co., for the use of yards and tracks at Minnesota Transfer, for which this company pays one-eighth of 5 per cent. per annum on the bonds of the Minnesota Transfer Rly. Co.

With Atchison, Topeka & Santa Fe Rly. Co., for trackage of all trains of this company from St. Joseph to Bee Creek, Mo., for which this company pays 3 per cent. per annum on the cost of the property.

With St. Joseph Terminal Rly. Co., for use of tracks and terminals in the city of St. Joseph, Mo., for which this company pays a fixed annual sum.

With Kansas City, St. Joseph & Council Bluffs Rld. Co., for the use of tracks and yards in the city of St. Joseph, Mo., for which this company pays a fixed annual sum.

With Kansas City Northwestern Rly. Co., for the use of tracks from Leavenworth to Kansas City, Kan., for which this company pays a fixed annual sum.

With Minneapolis & St. Louis Rld. Co., for the use of tracks in Minneapolis, Minn., for which this company pays $600 per annum.

With Kansas City Suburban Belt Rly. Co., for the use of tracks and depot in the city of Kansas City, Kan., for which this company pays a fixed annual sum.

With Leavenworth, Northern & Southern Rly. Co., for the use of 2.46 miles of track in the city of Leavenworth, Kan., for which this company pays a fixed annual sum.

With Leavenworth, Topeka & Southwestern Rly. Co., for the use of 1.40 miles of track in the city of Leavenworth, Kan., for which this company pays a fixed annual sum.

With Des Moines & Kansas City Rly. Co., for the use of .44 mile of track in the city of Des Moines, Iowa, for which this company pays a fixed annual sum.

With Chicago, Rock Island & Pacific Rly. Co., for the use of side-tracks in the city of De Kalb, Ill., for which this company pays a fixed annual sum.

With St. Paul & Northern Pacific Rld. Co., for use of yards and tracks in East Minneapolis, Minn., and trackage between St. Paul and Minneapolis, Minn., for which this company pays its proportion, based upon wheelage, of 6 per cent. per annum on the cost of the property.

The Postal Telegraph and Cable Company operates the telegraph lines, and, by contract, furnishes the necessary wires and facilities to the railway company for the transaction of its business on the lines of the road. Operators at railway stations are paid by the railway company, and perform service for the telegraph company. Operators at cities or outside offices are paid

by the telegraph company. Material for maintenance is furnished by the railway company. The telegraph company receives all revenue derived from commercial business.

The following telephone companies furnish telephones at the various points on the line where required, and are paid fixed sums for the use of the instruments: Northwestern Telephone Exchange Company, Central Union Telephone Company, Missouri & Kansas Telephone Company, Chicago Telephone Company, Marshall Telephone Company, Citizens' Telephone Company, Iowa Telephone Compano, De Kalb County Telephone Company, People's Telephone Company, Cedar Valley Telephone Company, Western Electric Telephone Company.

With Dunleith & Dubuque Bridge Company, for the use of bridge across the Mississippi river at Dubuque, Iowa, for which this company pays a fixed annual sum.

With Leavenworth Terminal Railway & Bridge Company, for use of the bridge and tracks, for which this company pays a fixed annual sum.

With Railway Equipment Company of Minnesota, for equipment leased by the railway company, upon which it agrees to pay 5 per cent. of its cost on the first day of each June for nine consecutive years, commencing June 1, 1892, and the balance on June 1, 1901, on equipment covered by contract dated May 28, 1891, and agrees to pay 5 per cent. of the cost of equipment covered by contract dated December 26, 1891, on the first day of each January, for nine consecutive years, commencing January 1, 1893, and the balance on January 1, 1902, and agrees to pay as rental, in monthly instalments, 7 per cent. per annum on the unpaid principal.

Also, with the same company, for equipment covered by contract dated May 25, 1896, this company agrees to pay $116,400, of which $16,400 is to be paid at the time of the delivery to them of the last lot of cars, and $10,000 per annum commencing September 1, 1897, and ending June 1, 1906, and agreees to pay as rental, in monthly instalments, 6 per cent. per annum on unpaid principal. All these sums are represented by lease warrants, and when all are paid the equipment becomes the property of the railway company.

ANNUAL REPORT OF THE

Chicago, Rock Island & Pacific Railway Company,

For the Year Ending June 30, 1897.

HISTORY.

The Chicago, Rock Island & Pacific Rly. Co. is a consolidated company, and owns its property located in the states of Illinois, Iowa, Missouri, Kansas, Nebraska, Colorado, and the Indian Territory, by virtue of its consolidation and purchases, as hereinafter stated. As a consolidated organization, its constituent companies are as follows:

The Rock Island & La Salle Rld. Co., created by special charter granted by the state of Illinois February 27, 1847.

The Chicago & Rock Island Rld. Co., successor to the Rock Island & La Salle, by amendment to the charter of the former company, February 7, 1851.

On the 1st day of February, 1853, the Mississippi & Missouri Rld. Co. was incorporated under the general laws of the state of Iowa, and the road constructed by it sold under foreclosure to the Chicago, Rock Island & Pacific Rld. Co., incorporated under the general laws of the state of Iowa on the 28th day of May, 1856.

On the 20th day of August, 1866, the Chicago & Rock Island Rld. Co., of Illinois, and the Chicago, Rock Island & Pacific Rld. Co., of Iowa, were consolidated, by virtue of the general laws of the states of Illinois and Iowa, the consolidated company taking the name of the Chicago, Rock Island & Pacific Rld. Co.

On the 4th day of January, 1869, the Platte County & Fort Des Moines Rld. Co. was incorporated by the legislature of Missouri, and on the 4th day of January, 1860, the Platte City & Fort Des Moines Rld. Co. was organized by the statute of said state.

On the 30th day of July, 1867, the name of the Platte City & Fort Des Moines Rld. Co. was, by resolution of said company, changed to the Leavenworth & Des Moines Rld. Co. On the 3d day of March, 1869, the name of the last-mentioned company was changed by the legislature of the state of Missouri to the Chicago & Southwestern Rly. Co., and on the 12th day of May, 1869, there was organized under the general corporation laws of the state of Iowa a corporation of said state by the name of the Chicago & Southwestern Rly. Co. On the 25th day of September, 1869, by virtue of the general laws of the states of Iowa and Missouri, the two last-mentioned companies were consolidated into a consolidated company known as the Chicago & Southwestern Rly. Co.

A mortgage covering the property of the Chicago & Southwestern Rly. Co. in Iowa and Missouri was foreclosed subsequent to the above-mentioned consolidation, and at the sale under said mortgage said property was sold to the Iowa Southern & Missouri Northern Rly. Co., a corporation organized under the general laws of the state of Iowa on the 27th day of August, 1876.

On the 29th day of November, 1870, there was organized under the general laws of the state of Missouri a corporation known as the Atchison branch of the Chicago & Southwestern Rly. Co., and on the 16th day of August, 1871, a consolidation of the last-mentioned company was effected with the Chicago & Southwestern Rly. Co., of the states of Iowa and Missouri.

On the 30th day of April, 1869, there was incorporated under the general incorporation laws of the state of Iowa a corporation known as Des Moines, Indianola & Missouri Rld. Co., which constructed a line of railroad from Des Moines, in the state of Iowa, to Indianola, in said state.

There was organized under the general incorporation laws of the state of Iowa a corporation known as the Des Moines, Winterset & Southwestern Rly. Co., which constructed a line of road from a junction with the said Des Moines, Indianola & Missouri Rld. to Winterset, in the state of Iowa, which two last-mentioned railroads were conveyed to the said Iowa Southern & Missouri Northern Rly. Co.

On the 4th day of August, 1877, there was organized under the general laws of the state of Iowa the Newton & Monroe Rld. Co., which constructed a railroad from Newton, in the state of Iowa, to Monroe, in said state; and on the 11th day of June, 1873, there was organized under the same laws the Atlantic & Audubon Rld. Co., which constructed a railroad from Atlantic, in the said state, to Audubon, in said state; and on the 27th day of August, 1879, there was organized the Atlantic Southern Rld. Co., which constructed a railroad from the said town of Atlantic to Griswold, in said state; and on the 27th day of October, 1879, there was organized under said

laws the Avoca, Macedonia & Southwestern Rld. Co., which constructed a railroad from Avoca, in said state, to Carson, in said state.

On the 2d day of June, 1880, pursuant to the general laws of the states of Illinois and Iowa, articles of consolidation were entered into between the above-mentioned Chicago, Rock Island & Pacific Rld. Co., the Iowa Southern & Missouri Northern Rld. Co., the Atlantic Southern Rld. Co., the Avoca, Macedonia & Southwestern Rld. Co., and the Atlantic & Audubon Rld. Co., whereby was created the corporation known as the Chicago, Rock Island & Pacific Rly. Co.

Under the laws of the state of Missouri, there was organized a corporation known as the St. Joseph & Iowa Rld. Co., these laws beginning with the 22d day of January, 1857, and terminating the 19th of March, 1866; and the railroad constructed by this company in Missouri has been conveyed to the Chicago, Rock Island & Pacific Rly. Co.

Under the general laws of the state of Iowa, the following-named companies were organized on the dates named, respectively: The Avoca & Harlan Rly. Co., organized on the 15th day of June, 1878, which constructed a railway from Avoca, in the state of Iowa, to Harlan, in said state; and the Guthrie & Northwestern Rld. Co., organized under the same laws on the 4th day of October, 1879, which constructed a railroad from Menlo, in the state of Iowa, to Guthrie Center, in said state; which two roads have been, since their construction, purchased by the said Chicago, Rock Island & Pacific Rly. Co.

On the 17th day of March, 1886, there was organized under the laws of the state of Kansas a corporation known as the Chicago, Kansas & Nebraska Rly. Co., which company constructed a line of road from Colorado Springs, in the state of Colorado, through the states of Kansas and Nebraska, and southwestward through the said state of Kansas into the Indian Territory. The road so constructed has been foreclosed, and purchased by the Chicago, Rock Island & Pacific Rly. Co.

ORGANIZATION.

Directors.	Address.	Expiration of term.
R. P. Flower	New York city	June, 1898.
Ben. Brewster	"	" 1898.
H. R. Bishop	"	" 1900.
Henry M. Flagler	"	" 1898.
Alexander E. Orr	"	" 1900.
David Dows, jr	"	" 1899.
Ogden Mills	"	" 1900.
H. H. Porter	Chicago, Ill	" 1899.
Marshall Field	"	" 1899.
John De Koven	"	" 1899.
W. G. Purdy	"	" 1900.
R. E. Cable	Rock Island, Ill	" 1900.
F. H. Griggs	Davenport, Iowa	" 1898.

Total number of stockholders at date of last election: 3,974.
Last meeting of stockholders for election of directors: June 3, 1897.
Post-office address of general office: Chicago, Ill.
Post-office address of operating office: Chicago, Ill.

OFFICERS.

Title.	Name.	Location.
President	R. R. Cable	Chicago.
First Vice-President	Benjamin Brewster	New York.
Second Vice-President	W. G. Purdy	Chicago.
Third Vice-President	W. H. Truesdale	"
Secretary } Treasurer }	W. G. Purdy	"
Assistant to President	H. A. Parker	"
General Attorney	Robt. Mather	"
" "	M. A. Low	Topeka.
Auditor	S. C. Matthews	Chicago.
Assistant Auditor	H. F. Morris	Topeka.
General Manager	W. H. Truesdale	Chicago.
Assistant General Manager	W. I. Allen	"
Chief Engineer	H. A. Parker	"
General Superintendent	A. J. Hitt	"
Assistant General Superintendent	W. H. Stillwell	Topeka.
Division Superintendent	C. H. Hubbell	Chicago.
" "	C. L. Nichols	Blue Island, Ill.
" "	Harry Fox	Des Moines.
" "	C. N. Gilmore	"

OFFICERS—CONCLUDED.

Title.	Name.	Location.
Division Superintendent	F. C. Smith	Colorado Springs.
" "	C. W. Jones	Herington.
" "	S. B. Hovey	Fort Worth.
" "	W. J. Lawrence	Trenton, Mo.
" "	W. M. Hobbs	Horton.
Superintendent of Telegraph	A. R. Swift	Chicago.
Traffic Manager	J. M. Johnson	"
General Freight Agent	H. Gower	"
General Freight Agent	E. B. Boyd	Topeka.
General Passenger and Ticket Agent	John Sebastian	Chicago.
Assist. General Passenger and Ticket Agent,	S. F. Boyd	"
" " " " "	G. W. Duback	"
" " " " "	T. J. Anderson	Topeka.
General Baggage Agent	J. D. Marston	Chicago.
Land Commissioner	J. L. Drew	Davenport.

PROPERTY OPERATED.

Name.	Terminals.		Miles for each road named.	Miles for each class of roads named.
	From	To		
Chicago, Rock Island & Pac. Rly.	Chicago, Ill.	Council Bluffs, Ia.	499.62	
	Davenport, Ia.	Winthrop, Mo.	341.84	
	Edgerton Jct., Mo.	Leavenworth, Kan.	20.31	
	Washington, Ia.	Knoxville, Ia.	79.00	
	So. Englewood, Ill.	So. Chicago, Ill.	7.50	
	Wilton, Ia.	Muscatine, Ia.	11.98	
	Wilton, Ia.	Lime Kiln, Ia.	6.08	
	Newton, Ia.	Monroe, Ia.	17.00	
	Des Moines, Ia.	Indianola and Winterset, Ia.	47.07	
	Menlo, Ia.	Guthrie Center, Ia.	14.58	
	Atlantic, Ia.	Audobon, Ia.	24.54	
	Atlantic, Ia.	Griswold, Ia.	14.71	
	Avoca, Ia.	Carson, Ia.	17.61	
	Avoca, Ia.	Harlan, Ia.	11.84	
	Mt. Zion, Ia.	Keosauqua, Ia.	4.50	
	Altamont, Mo.	St. Joseph, Mo.	49.66	
	So. St. Joseph, Mo.	Rushville, Mo.	14.70	
	Kansas City, Mo.	Armourdale, Kan.	2.40	
	So. Omaha, Neb.	Jansen, Neb.	107.05	
	Elwood, Kan.	Liberal, Kan.	439.54	
	Herington, Kan.	Terral, I. T.	349.07	
	Herington, Kan.	Salina, Kan.	49.30	
	Horton, Kan.	Roswell, Colo.	568.65	
	Fairbury, Neb.	Nelson, Neb.	51.53	
	McFarland, Kan.	Belleville, Kan.	103.98	
	Dodge City, Kan.	Bucklin, Kan.	26.64	
				2,880.70
Proprietary companies:				
Peoria & Bureau Valley Rld.	Bureau, Ill.	Peoria, Ill.	46.70	
Keokuk & Des Moines Rld.	Keokuk, Ia.	Des Moines, Ia.	162.20	
Des Moines & Fort Dodge Rld.	Des Moines, Ia.	Fort Dodge and Ruthven, Ia.	143.76	
				352.66
Operated under trackage rights:				
Hannibal & St. Joseph Rld.	Cameron, Mo.	Kansas City, Mo.	54.30	
Union Pacific Rly.	Council Bluffs, Ia.	So. Omaha, Neb.	7.02	
	Kansas City, Mo.	No. Topeka, Kan.	67.35	
	Limon, Colo.	Denver, Colo.	89.78	
Denver & Rio Grande Rld.	Denver, Colo.	Pueblo, Colo.	119.60	
				338.05
Total				3,571.41
Total mileage operated in Kansas,				1,124.30

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897. Increase.	Year ending June 30, 1897. Decrease.
$89,287,772 77	Cost of road	$89,893,688 89	$605,916 12	.....
15,667,409 49	Cost of equipment	15,670,308 85	2,889 36	.....
2,844,848 78	Stocks owned	5,690,062 36	2,845,213 58	.....
4,769,771 20	Bonds owned	1,914,750 36	.....	$2,855,020 84
725,382 00	Loans and investments	723,688 39	.....	1,693 61
1,956,961 43	Advanced to C. R. I. & T. Rly. Co.	1,956,961 43	.....	.....
2,319,368 02	Cash and current assets	2,456,819 69	137,451 67	.....
	Other assets:			
1,155,846 14	Materials and supplies	898,919 58	.....	256,926 56
295,000 00	Sinking fund	318,000 00	23,000 00	.....
$119,022,359 83	Grand totals	$119,523,199 55	$500,839 72	.....
	Liabilities.			
$46,156,000 00	Capital stock	$46,156,000 00	.....	.....
62,712,000 00	Funded debt	62,712,000 00	.....	.....
663,417 77	Current liabilities	538,784 21	.....	$124,633 56
8,213,000 00	Addition and improvement account	8,213,000 00	.....	.....
1,277,942 06	Profit and loss	1,903,415 34	$625,473 28	.....
$119,022,359 83	Grand totals	$119,523,199 55	$500,839 72	.....

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

The United States Express Company runs over all lines operated by this company, for which they pay a specified annual rental.

The government pays a specified amount per annum, based on weight of mails and regulations imposed by Congress and the post-office department.

Sleeping-cars are owned jointly by this company and the Pullman Palace Car Company. Earnings are divided equally between the companies.

Dining cars are owned and operated by this company.

The Western Union Telegraph Company owns and operates the telegraph lines used by this company. This company furnishes operators, and receives a portion of the earnings.

ANNUAL REPORT OF THE

Hutchinson & Southern Railroad Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: Hutchinson & Southern Rld. Co.

Organized under the laws of Kansas and Oklahoma.

Is a consolidated company, viz.: McPherson, Texas & Gulf Rld. Co.; charter filed May 3, 1887. Hutchinson, Oklahoma & Gulf Rld. Co.; charter filed May 7, 1889.

Consolidated October 5, 1889. Articles of consolidation filed October 7, 1889.

ORGANIZATION.

Directors.	Address.	Expiration of term.
E. Ellery Anderson	New York, N. Y	
W. R. Kelly	Omaha, Neb	
W. J. Caroll	" "	
J. O. Brinkerhoff	Kansas City, Mo	
R. W. Griffith	" "	
A. L. Williams	Topeka, Kan	.....
H. P. Dillon	" "	
N. H. Loomis	" "	
R. W. Blair	" "	
F. E. Smith	" "	
R. F. Williams	" "	

Last meeting of stockholders for election of directors: May, 1897.
Post-office address of general office: Hutchinson, Kan.
Post-office address of operating office: Hutchinson, Kan.

OFFICERS.

Title.	Name.	Location.
Chairman of the Board	E. Ellery Anderson	New York.
President	A. L. Williams	Topeka.
First Vice-President	N. H. Loomis	"
Secretary	H. P. Dillon	"
General Solicitor	W. M. Whitelaw	Hutchinson.
Auditor	L. D. Pollock	"
Assistant Auditor	S. R. McCamant	"
General Manager	W. A. Bradford	"
Chief Engineer	H. L. Jackson	Wichita.
Superintendent of Telegraph	L. D. Pollock	Hutchinson.
Traffic Manager	C. B. Hart	"
Assistant General Passenger Agent	C. B. Hart	"
General Ticket Agent	C. B. Hart	"

PROPERTY OPERATED.

Name.	Termimals.		Miles for each road named.	Miles for each class of roads named.
	From	To		
Hutchinson & Southern Rld. Co.,	Hutchinson, Kan	Wakita, O. T	92.00	.....

Operation from Cameron, Kan., to Wakita, O. T., began in March, 1897.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897.	
			Increase.	Decrease.
$741,205 10	Cost of road	$779,371 68	$38,171 68	.....
.....	Cost of equipment	51,740 50	3,000 00	.....
14,615 15	Cash and current assets	38,444 53	23,829 38	.....
7,317,881 96	Profit and loss	7,312,650 33	.....	$5,231 63
$8,122,442 71	Grand totals	$8,182,212 14	$65,001 06	$5,231 63
	Liabilities.			
$7,320,000 00	Capital stock	$7,320,000 00	.....	.....
802,442 71	Current liabilities	862,212 14	59,769 43	.....
$8,122,442 71	Grand totals	$8,182,212 14	$59,769 43	.....

IMPORTANT CHANGES DURING THE YEAR.

The road was extended during the year 21.93 miles, from Cameron, Kan., to Medford, O. T., and from Cameron, Kan., to Wakita, O. T., 9.80 miles; making the distance from Hutchinson, Kan., to Wakita, O. T., 92 miles, which was the distance taken into account in computing earnings and expenses.

The balance of the extension, Wakita, O. T., to Medford, built by the Gulf Rld. Co. under separate charter, was not completed until the latter part of the year, and the operation over the same was light, and was not taken into general operating accounts, 92 miles only being used as a basis.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Had a special contract with United States Express Company up to April 1, for 30 cents per hundred for all express matter hauled by this company. After that time, a new contract based on a mileage prorate of 60 cents per hundred for 104 miles, with a minimum of not less than $200 per month, was made for the term of one year, with privilege of extension if agreeable to parties interested.

ANNUAL REPORT OF

The Kansas City Belt Railway Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: The Kansas City Belt Rly. Co.

Date of organization: March 13, 1886, by consolidation.

Organized under the laws of Missouri, article 2, chapter 21, Revised Statutes of 1879; Kansas, article 2, chapter 84, Dassler's Compiled Laws.

Formed March 13, 1886, by consolidation of the Kansas City Belt Rly. Co., a corporation organized under the general laws of Missouri June 27, 1882, with the Kansas City Belt Rld. Co., a corporation organized under the general laws of Kansas March 25, 1885. Said consolidation was carried out in conformity with the general laws of Kansas and Missouri.

Date and authority for consolidation: March 13, 1886; article 2, chapter 21, Revised Statutes of Missouri, 1879, and article 2, chapter 84, Dassler's Compiled Laws of Kansas. The said constituent companies were organized under provisions of the laws above referred to and those contained in chapter 23 of said laws of Kansas.

Not a reorganized company.

This company operates its own road.

ORGANIZATION.

Directors.	Address.	Expiration of term.
Edward S. Washburn	Kansas City, Mo.	One year from May 11, 1897, or until successors are elected.
Wallace Pratt	" "	
C. A. Goodnow	Chicago, Ill.	
A. J. Earling	" "	
J. J. Frey	Topeka, Kan.	
Edward Wilder	" "	
H. U. Mudge	" "	

Total number of stockholders at date of last election: 10.

Last meeting of stockholders for election of directors: May 11, 1897.

Post-office address of general office: Kansas City, Mo.

Post-office address of operating office: Kansas City, Mo.

OFFICERS.

Title.	Name.	Location.
Chairman of the Board	The President acts as such.	
President	Edward S. Washburn	Kansas City, Mo.
Secretary	S. T. Fulton	" "
Treasurer	Edward Wilder	Topeka, Kan.
Attorney, or General Counsel	Pratt, Dana & Black	Kansas City, Mo.
Auditor	C. C. Ripley	" "
Chief Engineer	Daniel Bontecou	" "
Superintendent	D. W. Rider	" "

PROPERTY OPERATED.

Name.	Terminals.		Miles for each road named.	Miles for each class of roads named.
	From	To		
The Kansas City Belt Rly. Co.....	Argentine bridge, in Wyandotte county, Kansas.....	Valley of the Blue river, in Jackson county, Missouri...	10	10

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897.	
			Increase.	Decrease.
$2,090,326 14	Cost of road.....	$2,123,516 93	$33,190 79	.....
62,380 68	Cost of equipment.....	62,380 68	.....	.....
1,495 60	Other permanent investments..	32,861 34	31,365 74	.....
104,681 18	Cash and current assets.....	97,041 61	.....	$7,639 57
	Other assets:			
5,801 47	Materials and supplies.....	6,218 62	417 15	.....
1,593 71	Sundries.....	4,458 84	2,865 13	.....
$2,266,278 78	Grand totals.....	$2,326,478 02	$60,199 24	.....
	Liabilities.			
$100,000 00	Capital stock.....	$100,000 00	.....	.....
2,000,000 00	Funded debt.....	2,050,000 00	$50,000 00	.....
78,254 82	Current liabilities.....	82,521 08	4,266 26	.....
88,023 96	Profit and loss.....	93,956 94	5,932 98	.....
$2,266,278 78	Grand totals.....	$2,326,478 02	$60,199 24	.....

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Have contracts with the Chicago, Milwaukee & St. Paul Rly. Co., and Chicago, Santa Fe & California Rly. Co., dated respectively May 31, 1887, and May 31, 1888, granting use of the Belt Rly. jointly with it and other companies for a period of 99 years from date, requiring payment in each instance of 3 per cent. per annum of cost of portion of property used, in monthy instalments, in addition to payment of equal proportions of cost of supervision and conducting transportation, and a proportion of cost of maintenance of way and structures established by the wheelage of each company using the line.

ANNUAL REPORT OF THE

Kansas City, Fort Scott & Memphis Railroad Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: Kansas City, Fort Scott & Memphis Rld. Co.

Date of organization: April 24, 1888.

Organized under laws of Kansas, chapter 23, and article 2, chapter 84, Dassler's Compiled Laws, and amendments thereto of March 4, 1887, found in chapter 186 of Laws of 1887; Missouri, article 2, chapter 21, Revised Statutes of 1887; Arkansas, chapter 125 of Mansfield's Digest of Statutes.

Formed April 24, 1888, by consolidation, in accordance with the laws of Kansas, Missouri, and Arkansas, of the Kansas City, Fort Scott & Springfield Rld. Co., a corporation existing under the general laws of Kansas, with the Kansas City, Springfield & Memphis Rld. Co., a corporation existing under the general laws of Missouri and Arkansas. The first of the constituent corporations above named was formed February 8, 1888, by the consolidation, in accordance with the general laws of Kansas, of the Kansas City, Fort Scott & Gulf Rld. Co., the Rich Hill Rld. Co., the Fort Scott, Southeastern & Memphis Rld. Co., the Fort Scott, Southeastern & Memphis Rly. Co., the Short Creek & Joplin Rld. Co., the Kansas & Missouri Rld. Co., and the Memphis, Kansas & Colorado Rly. Co., all of which were corporations organized under the general laws of Kansas. The second of said constituent corporations, viz., the Kansas City, Springfield & Memphis Rld. Co., was formed March 31, 1883, by the consolidation, in accordance with the general laws of Missouri and Arkansas, of the Springfield & Memphis Rld. Co., a corporation organized November 19, 1880, under the general laws of Arkansas, with the Kansas City, Springfield & Memphis Rld. Co., a corporation organized September 10, 1881, under the general laws of Missouri.

Date and authority for each consolidation: March 31, 1883, Springfield & Memphis Rld. Co, was consolidated with the Kansas City, Springfield & Memphis Rld. Co., forming the Kansas City, Springfield & Memphis Rld. Co. (article 2, chapter 21, Revised Statutes of Missouri, 1879, and chapter 125, Mansfield's Digest of Statutes of Arkansas). February 8, 1888, Kansas City, Fort Scott & Gulf Rld. Co. was consolidated with the different companies enumerated above, forming the Kansas City, Fort Scott & Springfield Rld. Co. (chapter 23, article 2, chapter 84 Dassler's Compiled Statutes of Kansas; chapter 186, Laws of Kansas, 1887). April 24, 1888, the Kansas City, Fort Scott & Springfield Rld. Co. was consolidated with the Kansas City, Springfield & Memphis Rld. Co., forming the Kansas City, Fort Scott & Memphis Rld. Co. (laws above mentioned).

This road has not been reorganized.

ORGANIZATION.

Directors.	Address.	Expiration of term.
H. H. Hunnewell	Boston, Mass.	March 8, 1898.
B. P. Cheney	"	
T. Jefferson Coolidge, jr.	"	
Nathaniel Thayer	"	
Chas. Merriam	"	
Francis Bartlett	"	
T. Jefferson Coolidge	"	
John A. Burnham	"	
F. L. Higginson	"	
C. W. Blair	Leavenworth, Kan.	
B. P. McDonald	Fort Scott, Kan.	
O. E. Learnard	Lawrence, Kan.	
Edward S. Washburn	Kansas City, Mo.	

Total number of stockholders at date of last election: 576.
Date of last meeting of stockholders for election of directors: March 10, 1897.
Post-office address of general office: Kansas City, Mo.
Post-office address of operating office: Kansas City, Mo.

OFFICERS.

Title.	Name.	Location.
Chairman of the Board	H. H. Hunnewell	Boston.
President	Edward S. Washburn	Kansas City.
Secretary and Treasurer	Chas. Merriam	Boston.
General Counsel	Wallace Pratt	Kansas City.
Comptroller	F. S. Ford	"
Assistant Comptroller	Cyrus Garnsey, jr	"
General Auditor	C. W. Courtright	Boston.
General Manager	Edward S. Washburn	Kansas City.
Chief Engineer	Daniel Bontecou	"
Superintendent	J. H. Emmert	"
Division Superintendent	H. S. Mitchell	Fort Scott.
Division Superintendent	R. R. Hammond	Springfield.
Division Superintendent	J. H. Sullivan	Memphis.
Superintendent of Telegraph	H. C. Sprague	Kansas City.
Traffic Manager	J. J. Fletcher	"
Assistant General Freight Agent	E. K. Voorhees	Birmingham.
Assistant General Freight Agent	J. D. Riddell	Kansas City.
Assistant General Freight Agent	F. C. Dumbeck	"
General Passenger Agent	J. E. Lockwood	"
General Baggage Agent	S. M. Hibbard	"
Land Commissioner	C. J. Trowbridge	"

PROPERTY OPERATED.

Name.	Terminals.		Miles for each road named.	Miles for each class of roads named.
	From	To		
Line represented by capital stock—main line:				
Kan. Cy. Ft. Sc. & M. Rld. Co.	Kansas City, Mo.	Memphis, Tenn.	483.53	483.53
Branches and spurs	Linton, Kan	Carbon Center, Mo.	27.54	
	Washburn, Kan.	Webb City, Mo.	80.09	
	Arcadia, Kan	Cherry Vale, Kan.	74.50	
	Weir City Jct., Kan	Weir City, Kan.	3.94	
	Greenfield, Mo.	Aurora, Mo	37.67	
	Baxter, Kan	Miami, I. T	13.15	
				236 89
Total mileage operated				721.42
Total mileage operated in Kansas				258.37

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897.	
			Increase.	Decrease.
$25,543,964 02	Cost of road	$25,657,720 80	$113,756 78	
4,880,978 01	Cost of equipment	4,870,978 01		$10,000 00
209,561 76	Stocks owned	209,561 76		
1,522,894 11	Cash and current assets	989,087 92		533,806 19
	Other assets:			
355,559 38	Materials and supplies	337,827 28		17,732 10
348,073 33	Sinking fund	370,808 38	22,735 05	
82,619 60	Equipment trusts	99,022 11	16,402 51	
$32,943,650 21	Grand totals	$32,535,006 26		$408,643 95

COMPARATIVE GENERAL BALANCE SHEET—CONCLUDED.

June 30, 1896. Total.	LIABILITIES.	June 30, 1897. Total.	Year ending June 30, 1897.	
			Increase.	Decrease.
$12,747,000 00	Capital stock	$12,747,000 00	.....	.....
17,704,000 00	Funded debt	17,704,000 00	.....	.....
1,095,215 60	Current liabilities	1,143,010 54	$47,794 94	.....
204,261 64	Accrued interest on funded debt not yet payable	203,899 56	.....	$362 08
444,473 74	Amounts represented by equipment trusts and sinki'g funds, per contra, to be credited to construction and equipment accounts when the sinking fund applies to reduce bond'd debt	502,124 75	57,651 01	.....
748,699 23	Profit and loss	234,971 41	.....	513,727 82
$32,943,650 21	Grand totals	$32,535,006 26	.....	$408,643 95

IMPORTANT CHANGES DURING THE YEAR.

An extension running from Baxter, Kan., to Miami, I. T., a distance of 13.15 miles, was opened for business September 12, 1896.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Agreement with the Adams Express Company, covering that portion of this company's road west of Springfield, Mo., dated May 1, 1894, and expiring May 1, 1899. Under its provisions the railroad company furnishes the necessary space, properly heated and lighted, in its passenger trains, and transports the business of the express company. The railroad company receives in compensation for such service 40 per cent. of the gross earnings of the express company, with a guaranty that the compensation to the railroad company shall not be less than $52,182 per annum. The railroad company also furnishes storage and office room in its buildings.

Contract with the Southern Express Company, covering that portion of the company's road east of Springfield, Mo., dated May 1, 1894, and expiring May 1, 1899. Under its provisions the railroad company furnishes car space, properly heated and lighted, in its passenger trains, and transports the business of the express company. The railroad company receives in compensation for such service 40 per cent. of the gross receipts of the express company, with a guaranty that the compensation to the railroad company shall not be less than $33,379.65 per annum. The railroad company also furnishes storage and office room in its buildings.

There is no written contract with the United States government for the transportation of mails, but the railroad company furnishes space, properly heated and lighted, in its passenger trains, and transports the mails for such compensation as is fixed under the rules of the post-office department, based upon a result of the weighing of the mails at stated periods for 30 consecutive working days. The compensation for the past year has been $112,303.93.

Agreement with the Wagner Palace Car Company for furnishing sleeping-cars and drawing-room cars. Car company keeps cars in order, except that railroad company packs and lubricates trucks, keeps outside of cars clean, and furnishes for line cars its proportion and for cars in local service all of supplies usually furnished a first-class coach. Railroad company also furnishes room and conveniences for airing and storing bedding. All damage to cars, except that arising from heating or lighting apparatus, is made good by the railroad company. Railroad company to pay car company 1½ cents per mile run until average annual revenue of cars is $5,000 per mile, when mileage shall be at the rate of one cent. When average annual revenue per car reaches $6,000 no mileage is to be paid. Agreement expires May 31, 1908, when it may be renewed for further period of 10 years, or railroad company may purchase cars at fair valuation. Car company, if desired, agrees to furnish emigrant or tourist cars on same terms, the mileage charge to be at the rate of one-half cent.

Agreement dated September 12, 1888, amended January 1, 1892, between various railroad companies forming the Western Freight Association; said agreement being for the purpose of maintaining uniform, reasonable and staple rates.

Agreement of Southwestern Traffic Association, dated July 1, 1894, for the purpose of maintaining uniform, reasonable and staple rates.

Agreement with the Missouri, Kansas & Texas Rly. Co., dated March 13, 1894, granting joint use of track between Kansas City, Mo., and Paola, Kan., at a fixed rental of $30,000 per annum,

and interest charge on cost permanent additions and improvements to joint track. Expense of maintenance and operation apportioned on wheelage basis. Local traffic on joint tracks reserved to Kansas City, Fort Scott & Memphis Rld. Co. Terms of agreement, 99 years.

Agreement with the Missouri, Kansas & Texas Rly. Co., dated March 13, 1894, for joint use of terminals at Kansas City, for fixed rental of $20,000 per annum ($23,000 after April 1, 1899), and proportion, based on number of cars handled, of interest charge on permanent additions and improvements. Cost of maintenance and operation divided on basis of number of cars handled, and cost of handling platform freight divided on basis of tons handled for each company. Term of agreement, April 1, 1900, and thereafter until terminated by three years' written notice of either party.

Agreement with the Kansas City, Springfield & Memphis Rld. Co. (succeeded by this company) with the Kansas City, Memphis & Birmingham Rld. Co., dated February 10, 1887, by which the former agrees to pay to the treasurer of the latter company, in trust, 10 per cent. of its gross earnings derived from all business over its road to and from the road of the latter for a period of 40 years from March 1, 1867, to be applied in the following manner: First, to pay, if need be, any interest on the new mortgage bonds not provided for by net earnings; second, if not needed for above interest on mortgage bonds, to be used as income applicable to interest on income bonds; third, if not needed for either of above purposes, to be applied to the purchase, under advertisement, of the income bonds, at a price not exceeding par and interest, but if no bonds are offered under the advertisement, then they are to be drawn by lot for payment at par and interest, the bonds so purchased or drawn to be immediately canceled.

Agreement with the Western Union Telegraph Company, dated July 31, 1894, expires in 1911. Four wires are set aside on main line from Kansas City, via Fort Scott, to Springfield, Mo., and three wires from Springfield, Mo., to Memphis, Tenn. In addition to these, one wire from Kansas City to Memphis is exclusive property of the railroad company, not subject to control of telegraph company. When additional wires become necessary for railroad use, this company is to pay cost of material in place. For extensions and new constructions, and for repairs and renewals of present lines (including lines set apart for railroad company, and excluding the wire above referred to as exclusive property of the railroad), the telegraph company furnishes the material and a foreman in charge of construction and repair force, and the railroad company furnishes the labor; provided, that in new construction the telegraph company shall have no more than twice as many wires as may hereafter be put up for railroad company. The telegraph company furnishes the instruments, batteries, and supplies, and the railroad company furnishes operators and office room, lighted and heated. When collect messages at any station exceed 3,000 a year, the telegraph company will furnish an operator, who shall, without charge, attend to railroad business. When more than one operator is needed, the railroad company will furnish its own. Free transportation is given material for use on the Kansas City, Fort Scott & Memphis Rld. system, and a half rate on material for other lines. Railroad-company wires are under supervision of a superintendent paid by telegraph company, and allowed one clerk paid by telegraph company.

Agreement with various roads terminating in Kansas City for formation of Kansas City Car Service Association; demurrage charges of $1 per day or fraction thereof to be imposed after 48 hours from delivery of cars, the collection to belong to the road upon whose tracks the cars are delayed.

ANNUAL REPORT OF THE

Kansas City, Clinton & Springfield Railway Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: Kansas City, Clinton & Springfield Rly. Co.

Date of organization: February 12, 1885.

Organized under laws of Kansas, article 2, chapter 84, Dassler's Compiled Laws; Missouri, article 2, chapter 21, Revised Statutes of 1879.

Formed February 12, 1885, by consolidation of the Kansas City, Clinton & Springfield Rld. Co., a corporation organized under the general laws of Missouri, with the Pleasant Hill & De Soto Rld. Co., a corporation organized under the general laws of Kansas. Said consolidation was carried out in conformity with the general laws of Missouri and Kansas. The aforesaid constituent companies were organized under the laws of their respective states above named, the former September 3, 1884, and the latter October 16, 1877.

February 12, 1885. Article 2, chapter 21, Revised Statutes of Missouri, 1879, and article 2, chapter 84, Dassler's Compiled Laws of Kansas. The said constituent companies were consolidated under the provisions of the laws above referred to and those contained in chapter 23 of said laws of Kansas.

ORGANIZATION.

Directors.	Address.	Expiration of term.
Edward S. Washburn	Kansas City, Mo.	March 8, 1898.
J. S. Ford	"	
Wallace Pratt	"	
J. H. Emmert	"	
S. T. Fulton	"	
J. J. Fletcher	"	
C. W. Goodlander	Fort Scott, Kan.	
W. C. Wetherell	Joplin, Mo.	
W. C. Rogers	Springfield, Mo.	

Number of stockholders at date of last election: 214.

Last meeting of stockholders for election of directors: March 10, 1897.

Post-office address of general office: Kansas City, Mo.

Post-office address of operating office: Kansas City, Mo.

OFFICERS.

Title.	Name.	Location.
President	Edward S. Washburn	Kansas City, Mo.
Secretary	J. S. Ford	"
Treasurer	Charles Merriam	Boston, Mass.
General Counsel	Wallace Pratt	Kansas City, Mo.
Comptroller	J. S. Ford	"
Assistant Comptroller	Cyrus Garnsey, jr.	"
General Auditor	C. W. Courtright	Boston, Mass.
General Manager	Edward S. Washburn	Kansas City, Mo.
Chief Engineer	Daniel Bontecou	"
Superintendent	J. H. Emmert	"
Division Superintendent	H. S. Mitchell	Fort Scott, Kan.
Superintendent of Telegraph	H. C. Sprague	Kansas City, Mo.
Traffic Manager	J. J. Fletcher	"
Assistant General Freight Agent	J. D. Riddell	"
Assistant General Freight Agent	F. C. Dumbeck	"
General Passenger and Ticket Agent	J. E. Lockwood	"
General Baggage Agent	S. M. Hibbard	"
Land Commissioner	C. J. Trowbridge	"

PROPERTY OPERATED.

Name.	Terminals.		Miles for each road named.	Miles for each class of roads named.
	From	To		
Line represented by capital stock—main line:				
Kansas City, Clinton & Springfield Rly. Co.	Olathe, Kan.	Ash Grove, Mo.	154.22	154.22
Branches and spurs	Raymore Junct., Mo.	Pleasant Hill, Mo.	8.41	8.41
Total mileage operated				162.63
Total mileage operated, Kansas				11.62

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897.	
			Increase.	Decrease.
$4,802,504 64	Cost of road	$4,802,504 64		
240,816 66	Cost of equipment	240,816 66		
53,659 68	Cash and current assets	55,999 19	$2,339 51	
11,337 64	Other assets: Materials and supplies	10,898 23	439 41	
407,807 76	Profit and loss	466,674 43	58,866 67	
$5,516,126 38	Grand totals	$5,576,893 15	$60,766 77	
	Liabilities.			
$1,775,400 00	Capital stock	$1,775,400 00		
3,250,000 00	Funded debt	3,250,000 00		
449,811 38	Current liabilities	501,578 15	$60,766 77	
40,915 00	Accrued interest on funded debt not yet payable	40,915 00		
$5,516,126 38	Grand totals	$5.576,893 15	$60,766 77	

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Contract with the Adams Express Company, dated May 1, 1894, and expires May 1, 1899. Under its provisions, the railroad company furnishes the necessary car space in its passenger trains, properly heated and lighted, and transports the business of the express company. The railroad company receives in compensation for such service 40 per cent. of the gross earnings of the express company, with a guarantee that the amount to be paid to the railway company shall not be less than $6,318 per annum. The railroad company also furnishes storage and office room in its buildings.

There is no written contract with the United States government for the transportation of mails, but the railroad company furnishes space, properly heated and lighted, in its passenger trains, and transports the mails for such compensation as is fixed under the rules of the post-office department, based upon the result of the weighing of the mails at stated periods for 30 consecutive working days. Compensation fixed by the department for the year ending June 30, 1897, was $16,131.48.

Agreement with the Western Union Telegraph Company, dated July 31, 1894; expires in 1911. Two wires are set aside for railroad use. As additional wires become necessary for railroad use, this company is to pay cost of material in place. For extensions and new construction, and for repairs and renewals of present lines, including the two wires set apart to the railroad, the telegraph company furnishes the material and a foreman in charge of construction and repair force, and the railroad company furnishes the labor: Provided, That in new constructions the telegraph company shall not have more than twice as many wires as may hereafter be put up for the railroad company. The telegraph company furnishes instruments, batteries, and supplies, and the railroad company furnishes operators and office room, lighted and heated. When collect messages at any station exceed 3,000 a year, the telegraph company will furnish an operator, who shall, without charge, attend to railroad business. When more than one operator is needed, the railroad company will furnish its own. Free transportation is given material for use of the Kansas City, Fort Scott & Memphis Rld. system, and a half rate on material for other lines. Railroad company wires are under the supervision of a superintendent, paid by telegraph company, and allowed one clerk, paid by telegraph company.

ANNUAL REPORT OF THE

Kansas City, Pittsburg & Gulf Railroad Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: Kansas City, Pittsburg & Gulf Rld. Co.

Organized as Kansas City, Nevada & Fort Smith Rld. Co. November 6, 1889. Name changed January 26, 1893.

Organized under laws of state of Missouri, article 2, chapter 21, Revised Statutes of Missouri, 1879.

Is not a consolidated or reorganized company.

ORGANIZATION.

Directors.	Address.	Expiration of term.
A. E. Stilwell	Kansas City	October 28, 1897.
W. S. Taylor	Philadelphia	
E. T. Stotesbury	"	
E. P. Meriam	New York	
A. Hechscher	"	
J. McD. Trimble	"	
E. L. Martin	"	
J. L. Welsh	Philadelphia	
H. M. Howe	"	
W. S. Woods	Kansas City	
Norman B. Ream	Chicago	

Last meeting of stockholders for election of directors: October 29, 1896.

Post-office address of general office: Kansas City, Mo.

Post-office address of operating office: Kansas City, Mo.

OFFICERS.

Title.	Name.	Location.
President	A. E. Stilwell	Kansas City.
First Vice-President	E. L. Martin	"
Second Vice-President	G. M. Titsingh	Amsterdam, Hol.
Third Vice-President	E. T. Stotesbury	Philadelphia.
Secretary	W. S. Taylor	"
Treasurer	W. S. Taylor	"
General Solicitor	J. McD. Trimble	Kansas City.
Attorney	John A. Eaton	"
Auditor	G. N. Wilson	"
General Manager	Robert Gillham	"
Assistant General Manager	F. S. Hammond	"
Chief Engineer	Robert Gillham	"
Division Superintendent	W. K. Morley	"
Division Superintendent	W. A. Williams	Texarkana.
Superintendent of Telegraph	W. K. Morley	Kansas City.
General Freight Agent	John A. Sargent	"
Assistant General Freight Agent	E. E. Smith	"
General Passenger Agent	H. C. Orr	"
Land Commissioner	F. A. Hornbeck	"

PROPERTY OPERATED.

Name.	Terminals. From	Terminals. To	Miles for each road named.	Miles for each class of roads named.
Line represented by capital stock—main line:				
K. C., Pittsburg & Gulf Rld....	Grand View, Mo.....	Joplin, Mo.....	131.40	
	Sulphur Springs, Ark.	Mena, Ark.....	175.43	
				306.83
Proprietory companies whose entire capital stock is owned by this company:				
Texarkana & Fort Smith Rly...	Mena, Ark.....	Ark.-La. state line....	136.68	
	Beaumont, Tex.....	Port Arthur, Tex.....	20.00	
	Wilton, Ark.....	White Cliffs, Ark.....	6.31	
K. C., Shreveport & Gulf Rly...	Ark.-La. state line....	West Lake, La..	219.20	
				382.39
Line operated under contract, or where the rent is contingent upon earnings or other considerations:				
K. C., Ft. Smith & S. Rld.....	Joplin, Mo.....	Sulphur Springs, Ark.	.....	49.50
Lines operated under trackage rights:				
K. C. Suburban Belt Rld.....	Kansas City, Mo.....	Belt Jct., Mo.....	12.00	
K. C., Osceola & Southern Rld..	Belt Jct., Mo.....	Grand View, Mo.....	11.62	
				23.62
Total mileage operated.....	.....	.....	.....	762.34

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897. Increase.	Year ending June 30, 1897. Decrease.
$15,350,000 00	Cost of road and equipment....	$18,156,909 32	$2,806,909 32	.....
3,916,000 00	Stocks owned.....	10,017,000 00	6,101,000 00	.....
3,916,000 00	Bonds owned.....	10,017,000 00	6,101,000 00	.....
150,370 55	Other permanent investments..	235,031 70	84,661 15	.....
92,522 80	Cash and current assets.....	476,939 39	384,416 57	.....
36,723 29	Materials and supplies	77,499 43	40,776 14	.....
$23,461,616 64	Grand totals.....	$38,980,379 82	$15,518,763 18	.....
	Liabilities.			
$11,591,000 00	Capital stock.....	$19,649,000 00	$8,058,000 00	.....
11,591,000 00	Funded debt	18,317,000 00	6,726,000 00	.....
116,532 73	Current liabilities.....	350,877 60	234,344 87	.....
163,083 91	Profit and loss.....	663,502 22	500,418 31	.....
$23,461,616 64	Grand totals.....	$38,980,379 82	$15,518,763 18	.....

IMPORTANT CHANGES DURING THE YEAR.

New road put in operation during the year: Poteau, I. T., to Mena, Ark., 143.5 miles, September 13, 1896; Mena, Ark., to Horatio, Ark., 60.5 miles, March 10, 1897; Shreveport, La., to Many, La., 75.7 miles, November 1, 1896; White Cliff, Ark., to Wilton, Ark., 6.7 miles, May 1, 1897.

New stock issued, $8,058,000.

New bonds issued, $6,726,000.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Wells, Fargo & Co.'s express operates entire line, paying 40 per cent. of the gross earnings of the express company on the railroad company's line.

Pullman Palace Car Company furnishes sleeping-cars and sells tickets. The railroad company pays the car company mileage earned by sleeping-cars while on the railroad company's rails.

Western Union Telegraph Company owns and operates the telegraph line jointly with the railroad company.

ANNUAL REPORT OF THE

Leavenworth Terminal Railway & Bridge Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: Leavenworth Terminal Railway & Bridge Co.
Date of organization: January 16, 1892.
Organized under laws of state of Kansas.
The road of this company is operated by the Kansas City, St. Joseph & Council Bluffs Rly. the Chicago, Rock Island & Pacific Rly., and the Chicago Great Western Rly. Cos.

ORGANIZATION.

Directors.	Address.	Expiration of term.
E. W. Snyder	Leavenworth, Kan.	January, 1898.
Edward Carroll	"	
Vinton Stillings	"	
John Kelley	"	
John Wilson	"	
W. N. Todd	"	
H. D. Rush	"	
J. W. Crancer	"	
John M. Laing	"	

Last meeting of stockholders for election of directors: January 12, 1897.
Post-office address of general office: Leavenworth, Kan.
Post-office address of operating office: Leavenworth, Kan.

OFFICERS.

Title.	Name.	Location.
President	E. W. Snyder	Leavenworth.
First Vice-President	Edward Carroll	"
Secretary	Vinton Stillings	"
Treasurer	W. B. Nichols	"
Chief Engineer	Geo. S. Madison	Chicago, Ill.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	Terminals.		Miles of line.
	From	To	
The Leavenworth Terminal Railway & Bridge Company	Stillings, Mo.	Leavenworth, Kan.	1.75

The Leavenworth Terminal Railway & Bridge Co. leased to the Kansas City, St. Joseph & Council Bluffs Rly. and to the Chicago, Rock Island & Pacific Rly. Cos., for 30 years from January 2, 1894, the right to use the tracks of the former company from Stillings, Mo., to Leavenworth, Kan., with side-tracks and depot facilities, each tenant road to pay the sum of $9,000 on the first days of June and December of each year as rental for such use; which rental was reduced to $8,000, instead of $9,000, commencing September 1, 1895, by agreement, because of other occupancy by the Chicago Great Western Rly.

Also leased to the Chicago Great Western Rly. Co. similar rights, commencing September 12, 1895, extending 30 years, for the sum of $12,800 per year for the first year, and $14,300 per year thereafter. The leases are not exclusive.

The tenant companies maintain tracks west of Main street in Leavenworth, and the owners maintain tracks east of Main street.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897.	
			Increase.	Decrease.
$1,200,000 00	Cost of road	.....	.....	.....
24,914 82	Cash and current assets	$21,605 96	.....	$3,308 86
14,235 18	Profit and loss	12,179 62	.....	2,055 56
$1,239,150 00	Grand totals	$1,239,150 00	.....	.....
	Liabilities.			
$600,000 00	Capital stock	$600,000 00	.....	.....
600,000 00	Funded debt	600,000 00	.....	.....
39,150 00	Current liabilities	33,785 62	.....	.....
$1,239,150 00	Grand totals	$1,233,785 62	.....	.....

ANNUAL REPORT OF THE

Leavenworth, Topeka & Southwestern Railway Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: Leavenworth, Topeka & Southwestern Rly. Co.
Receiver appointed April 25, 1894.
Post-office address of general office: Topeka, Kan.
Post-office address of operating office: Topeka, Kan.

OFFICERS.

Title.	Name.	Location.
Receiver	C. T. McLellan	Topeka.
Treasurer	Edward Wilder	"
Auditor	Chas. J. Webb	"
Superintendent of Telegraph	C. G. Sholes	"
Assistant General Freight Agent	C. R. Hudson	"
General Passenger Agent	W. J. Black	"
General Baggage Agent	P. Walsh	"

PROPERTY OPERATED.

Name.	Terminals.		Miles for each road named.	Miles for each class of roads named.
	From	To		
Line represented by capital stock—main line:				
Leavenworth, Topeka & Southwestern Rly	Leavenworth, Kan	Meriden Jct., Kan		46.57
Line operated under trackage rights	Meriden, Kan	Topeka, Kan		11.20
Total mileage operated				57.77

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Wells, Fargo & Co.'s express, on tonnage basis.
Government contract for carrying mails, by weight.
Telegraph lines are owned jointly by Western Union Telegraph Company and railroad.

ANNUAL REPORT OF THE

Manhattan, Alma & Burlingame Railway Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: Manhattan, Alma & Burlingame Rly. Co.
Organized September 3, 1872.
Organized under laws of state of Kansas.

ORGANIZATION.

Directors.	Address.	Expiration of term.
A. F. Walker	New York	October 29, 1897.
E. P. Ripley	Chicago	
C. M. Higginson	"	
J. J. Frey	Topeka	
C. K. Holliday, jr	"	
Clifford Histed	"	
J. F. Dillon	New York	
E. Ellery Anderson	"	
O. W. Mink	Boston	
S. H. H. Clark	Omaha, Neb	
J. O. Brinkerhoff	Kansas City, Mo	
A. L. Williams	Topeka	
H. P. Dillon	"	

Number of stockholders at date of last election: 17.
Last meeting of stockolders for election of directors: October 29, 1896.
Post-office address of general office: Topeka, Kan.
Post-office address of operating office: Topeka, Kan.

OFFICERS.

Title.	Name.	Location.
President	E. P. Ripley	Chicago.
Vice-President	S. H. H. Clark	Omaha.
Secretary and Treasurer *	E. Wilder	Topeka.
Assistant Secretary	L. C. Deming	New York.
Assistant Treasurer	H. W. Gardiner	"
Comptroller	J. P. Whitehead	"
General Auditor	H. C. Whitehead	Chicago.
Auditor *	I. S. Lauck	Topeka.
Superintendent *	C. T. McLellan	"
Assistant General Freight Agent *	C. R. Hudson	"
Assistant General Passenger Agent *	W. J. Black	"
Receiver *	H. P. Dillon	"

* Officers of the receivership.

PROPERTY OPERATED.

Name.	Terminals.		Miles for each road named.	Miles for each class of roads named.
	From	To		
Manhattan, Alma & Burlingame Rly	Burlingame	Manhattan		56.62

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897.	
			Increase.	Decrease.
$1,649,941 00	Cost of road	$1,649,941 00	.....	.....
28,059 00	Cost of equipment	28,059 00	.....	.....
2,791 14	Cash and current assets	1,642 83	.....	$1,148 31
476 82	Other assets and sundries	489 12	$12 30	.....
241,022 32	Profit and loss	267,757 79	26,735 47	.....
$1,922,290 28	Grand totals	$1,947,889 74	$25,599 46	.....
	Liabilities.			
$1,000,000 00	Capital stock	$1,000,000 00	.....	.....
678,000 00	Funded debt	678,000 00	.....	.....
239,470 28	Current liabilities	265,052 25	$25,581 97	.....
4,820 00	Accrued taxes	4,837 49	17 49	.....
$1,922,290 28	Grand totals	$1,947,889 74	$25,599 46	.....

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Wells, Fargo & Co.'s express pays a certain percentage of its gross earnings from business carried over this company's line, and guarantees to the railway company that such percentage shall not be less than a fixed amount per annum.

This company provides the cars, pays cost of maintenance of same, receives and delivers the United States government mails at terminal offices and delivers the mails into and takes them from all intermediate offices located not over 80 rods from points at which trains make regular stops. Compensation is based on weight of mails, speed of trains, etc., as provided by law.

All telegraph lines and appliances thereto along the line of the railway company are owned jointly with the Western Union Telegraph Company. Cost of repairs are borne jointly by the two companies. The railway company has free use of the wires for its own business, pays salaries of operators, furnishes office room, light, and heat, retaining as compensation for such expenses a percentage of receipts from commercial business.

ANNUAL REPORT OF THE

Missouri, Kansas & Texas Railway Company.

For the Year Ending June 30, 1897.

HISTORY.

Organized April 7, 1870, by the consolidation of the Union Pacific, southern branch, chartered September 20, 1865; the Tebo & Neosho, chartered June 18, 1870; the Labette & Sedalia, chartered May, 1878, and the Neosho Valley & Holden, whose road was opened in 1871. The St. Louis & Santa Fe Rld., Holden, Mo., to Paola, Kan., chartered December 1, 1870, was purchased at a foreclosure sale April 29, 1872, and the Hannibal & Central Missouri, Hannibal to Moberly, 72.5 miles, chartered February 13, 1865, was purchased in 1873.

The line from Junction City to the southern boundary of Kansas was opened June 1, 1870; from Sedalia to Parsons, March 1, 1871; from southern boundary of Kansas to Denison, January 1, 1873, and from Hannibal to Sedalia, September 1, 1873.

On December 1, 1880, the road and property of the Missouri, Kansas & Texas Rly. Co. was leased to the Missouri Pacific Rly. Co., but the lease was terminated in 1888. after the appointment of receivers for said road and property in June, 1888, on account of default in payment of interest.

In 1890 the company was reorganized, without foreclosure, by unanimous consent of all security holders, and the old securities retired by substitution and exchange of the new securities described in report.

On June 8, 1891, the receivers were discharged and the property delivered to the Missouri, Kansas & Texas Rly. Co. July 1, 1891.

OFFICERS.

Title.	Name.	Location.
Chairman of the Board	Henry C. Rouse	New York.
President	Henry C. Rouse	"
Vice-President	Wm. Dowd	"
"	A. A. Allen	St. Louis.
"	C. G. Hedge	New York.
"	D. Miller	St. Louis.
Secretary	S. Halline	New York.
Treasurer	C. G. Hedge	"
Treasurer in Kansas	R. P. Roach	Parsons.
General Solicitor	Jas. Hagerman	St. Louis.
General Counsel	Simon Sterne	New York.
General Auditor	Geo. J. Pollock	St. Louis.
Auditor in Kansas	O. E. Spooner	Parsons.
Local Treasurer	R. W. Maguire	St. Louis.
General Manager	A. A. Allen	"
Chief Engineer	S. B. Fisher	"
General Superintendent	M. Sweeney	"
General Superintendent in Texas	J. W. Maxwell	Dallas.
Division Superintendent	A. D. Bethard	Denison.
" "	I. S. McDowell	Smithville, Tex.
" "	W. B. Lyons	Sedalia.
" "	L. W. Welch	Parsons.
Superintendent of Telegraph	S. K. Bullard	Sedalia.
Traffic Manager	D. Miller	St. Louis.
Freight Traffic Manager	C. Hoile	"
General Freight Agent	A. T. Drew	"
Assistant General Freight Agent	C. H. Morrill	"
General Passenger Agent	Jas. Barber	"
General Freight and Passenger Agent in Kansas	F. B. Drew	Parsons.
General Ticket Agent	Jas. Barber	St. Louis.
General Baggage Agent	W. K. Maxwell	Parsons.
Purchasing Agent	C. N. Stevens	St. Louis.
Superintendent Machinery and Equipment	W. O. Herin	Parsons.
General Storekeeper	J. A. Murray	"

ORGANIZATION.

Directors.	Address.	Expiration of term.
John D. Rockefeller	New York	April, 1898.
William Rockefeller	"	" 1901.
Henry C. Rouse	"	" 1899.
Colgate Hoyt	"	" 1899.
Henry W. Poor	"	" 1900.
Myron T. Herrick	Cleveland, Ohio	" 1901.
Wm. Dowd	New York	" 1898.
Joel F. Freeman	"	" 1898.
Simon Sterne	"	" 1900.
Chas. G. Hedge	"	" 1898.
Thos. C. Purdy	St. Louis, Mo	" 1900.
F. W. Finney	Milwaukee, Wis	" 1899.
B. P. McDonald	Fort Scott, Kan	" 1900.
Alfred J. Poor	Chapman, Kan	" 1899.
Lee Clark	Parsons, Kan	" 1901.
H. J. Merez Oyens	Amsterdam, Holland	" 1901.

Total number of stockholders at date of last election: 968.
Last meeting of stockholders for election of directors: April 8, 1897.
Post-office address of general office: St. Louis, Mo., and Parsons, Kan.
Post-office address of operating office: St. Louis, Mo.

PROPERTY OPERATED.

Name.	Terminals. From	Terminals. To	Miles for each road named.	Miles for each class of roads named.
Line represented by capital stock:				
Missouri, Kansas & Texas Rly	Texas Junction	Denison	633.75	
	Hannibal	Franklin Junction	104.50	
	Sedalia (K. C. Jct.)	Paola	86.42	
	Junction City	Parsons	157.51	
	Labette	Mineral	17.00	
	McAlester	Krebs	4.61	
	Denison	Dallas	104.52	
	Dallas	Hillsboro	65.58	
	Hillsboro	Houston	272.87	
	Denison	Henrietta	112.28	
	Denison	Sherman	11.16	
	Greenville	Mineola	50.50	
	Denton	Dallas	37.62	
	Fort Worth	Hillsboro	54.50	
	Echo	Belton	7.12	
	Smithville	San Marcos	54.60	
	Trinity	Colmesneil	66.55	
Leased:				1,841.09
Kansas City & Pacific Rly	Paola, Kan	Stevens, I. T	130.06	
Denison & Washita Valley Rly	Atoka, I. T	Colgate, I. T	13.60	
	Warner, Tex	Ray, Tex	6.40	
Operated but not owned:				150.06
Wichita Falls Rly	Henrietta	Wichita Falls	17.88	17.88
Operated jointly:				
St. Louis, Keokuk & Northwestern	St. Louis	Texas Junction	24.00	
Kansas City, Ft. Scott & Memphis	Kansas City	Paola	43.00	
Galveston, Houston & Henderson	Houston	Galveston	50.00	
				117.00
Total mileage operated				2,197.21

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897. Increase.	Year ending June 30, 1897. Decrease.
$140,284,065 40	Cost of road and equipment....	$140,284,065 40	.....	.....
626,490 39	New equipment.....	553,244 48	.....	$73,245 91
11,290 25	Lands owned.....	13,263 50	$1,973 25	.....
1,320,184 04	Cash and current assets.....	929,987 84	.....	390,196 20
428,689 68	Materials and supplies	718,111 52	289,421 84	.....
.....	Security in company treasury..	971,619 96	971,619 96	.....
$142,670,719 76	Grand totals	$143,470,292 70	$799,572 94	.....
	Liabilities.			
$68,462,500 00	Capital stock.....	$68,462,250 00	.....	.....
70,523,000 00	Funded debt	70,523,000 00	.....	.....
1,223,863 06	Current liabilities	1,803,326 98	$574,463 92	.....
672,617 47	Accrued interest on funded debt not yet payable.....	672,117 47	.....	$500 00
131,856 60	Taxes accrued not due.....	125,932 65	.....	5,923 95
180,125 36	Missouri Car Foundry Co	86,898 88	.....	93,226 48
218,841 93	Street's Western Stock Car Line	213,636 84	.....	5,205 09
626,490 39	Equipment notes.....	478,993 57	.....	147,496 82
171,152 53	Sundry accounts.....	16,650 95	.....	154,501 58
.....	Improvement fund.....	776,316 39	776,316 39	.....
460,272 42	Profit and loss	310,918 97	.....	149,353 45
$142,670,719 76	Grand totals	$143,470,292 70	$799,572 94	.....

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

With American Express Company, dated November 9, 1892, for a period of 10 years. Terms, 50 per cent. of annual gross earnings; $200,000 guaranteed.

Contracts with United States government post-office department, for various mail routes.

With Wagner Palace Car Company, for running palace sleeping-cars over line at rate of 2 cents per mile run, for mileage of cars.

Contract dated June 15, 1894, with Wabash Rld. Co., for hauling freight between Hannibal and Moberly, at rate of 4.2 cents per hundred, without regard to classification, except grain and grain products, which shall be at the rate of 50 cents per ton; also, for use of track to run passenger trains between Hannibal and Moberly, at rate of 35 cents per mile per train, or $23.80 per train of five cars, and for each additional car, 5 cents per train mile; also, proportionate cost of maintenance.

Contract with Texas & Pacific Rly. Co., for use of track between Whitesboro and Ft. Worth at a rental of $600 per mile, in addition to which, 50 per cent. of maintenance and operation.

Contract with Terminal Railroad Association, of St. Louis, for use of tracks to Union station at an annual rental of $16,666.68; also proportion of cost of maintenance.

Agreement with Wichita Falls Rly. Co., for operation on basis of division of revenue.

Lease of Galveston, Houston & Henderson Rld. Co. between Houston and Galveston, rental $62,000 per annum, and proportional cost of maintenance, based on tonnage and wheelage. Dated November 15, 1895, for a term of 40 years.

Agreement with Union Depot Company, Kansas City, dated July 29, 1895, period of 30 years, rental $1\frac{1}{11}$ of 10 per cent. of cost of depot and appurtenances, and proportional charge for maintenance and operation.

ANNUAL REPORT OF

The Missouri Pacific Railway Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: The Missouri Pacific Railway Company.

Date of organization: By articles of agreement and consolidation filed in the office of the secretary of state of the state of Missouri, August 12, 1880, and in the office of the secretary o state of the state of Kansas, October 8, 1880.

Organized under the general railroad laws of the states of Missouri, Kansas, and Nebraska: Revised Statutes of Missouri, 1879, chapter 21, article 2, sections 789 and 790; Compiled Laws o Kansas, 1879 (Dassler's edition), chapter 84, article 2, section 4932; Compiled Laws of Nebraska, 1881 (Brown's edition), chapter 16, section 114.

Articles of agreement and consolidation between the following-named companies, filed as stated in answer to question No. 2, viz.:

FIRST CONSOLIDATION.

Missouri Pacific Rly. Co., organized under general railroad law of Missouri, October 21, 1876.

St. Louis & Lexington Rld. Co., organized under general railroad law of Missouri, December 20, 1877.

Kansas City & Eastern Rly. Co., organized under general railroad law of Missouri, January 24, 1878.

Lexington & Southern Rly. Co., organized under general railroad law of Missouri, December 12, 1879.

St. Louis, Kansas & Arizona Rly. Co., organized under general railroad law of Kansas, January 16, 1879.

Kansas City, Leavenworth & Atchison Railway Co., organized July 30, 1880, by consolidation of Missouri River Rld. Co. and Leavenworth, Atchison & Northwestern Rld. Co. (Missouri River Rld. Co. organized under general railroad law of Kansas, February 20, 1865. Leavenworth, Atchison & Northwestern Rld. Co., organized under general railroad law of Kansas, March 25, 1868.)

SECOND CONSOLIDATION.

Articles of agreement and consolidation between the Missouri Pacific Rly. Co. and the Missouri Pacific Rly. Co. of Kansas (organized under general railroad law of Kansas, June 14, 1881), filed in the office of the secretary of the state of Kansas, December 30, 1881.

THIRD CONSOLIDATION.

Articles of agreement and consolidation between the Missouri Pacific Rly. Co. and the Missouri Pacific Rly. Co. of Nebraska (organized under general railroad law of Nebraska, June 8, 1881), filed in the office of the secretary of state of Nebraska, February 14, 1882. Amendment to said articles of consolidation filed in said office, September 4, 1888.

CONSOLIDATION BY PURCHASE.

Conveyance to the Missouri Pacific Rly. Co. by deed, dated September 12, 1883, of the railroad owned by the Jefferson City, Lebanon & Southwestern Rld. Co., (organized under the general railroad law of Missouri, January 24, 1871).

Conveyance to the Missouri Pacific Rly. Co. by deed, dated September 12, 1883, of the railroad owned by the Carthage, Joplin & Short Creek Rld. Co., (organized under the general railroad law of Missouri, September 6, 1881).

Conveyance to the Missouri Pacific Rly. Co. by deed, dated September 12, 1883, of the railroad owned by the Laclede & Creve Cœur Lake Rld. Co., (organized under the general railroad law of Missouri, September 27, 1880).

First consolidation August 12 and October 8, 1880, by authority of the provisions of the general railroad laws of Kansas and Missouri.

Second consolidation December 30, 1881, by authority of the provisions of the general railroad laws of Kansas and Missouri.

Third consolidation February 14, 1882, by authority of the provisions of the general railroad laws of Kansas and Nebraska.

Consolidation by purchase September 12, 1883, by authority of the provisions of the general railroad laws of Missouri, (Revised Statutes of Missouri, 1879, section 790.)

Pacific railroad was the name of the original corporation incorporated by act of the legislature of the state of Missouri, approved March 12, 1849, entitled "An act to incorporate the Pacific railroad."

There were four subsequent amendments to this charter as follows, viz.:

An act to amend the act entitled "An act to incorporate the Pacific railroad," approved March 1, 1851.

An act supplementary to the act entitled "An act to amend the act entitled 'An act to incorporate the Pacific railroad,'" approved February 24, 1853.

An act entitled "An act to expedite the construction of the Pacific railroad and the Hannibal & St. Joseph railroad," approved February 22, 1851.

An act for the sale of the Pacific railroad and to foreclose the state's lien thereon and to amend the charter thereof by giving the state right to fix rates after 10 years, approved March 31, 1868.

The Pacific railroad was sold under foreclosure proceedings in 1876, in the suit of Geo. E. Ketchum *et al.* v. Pacific Railroad *et al.*, in the United States circuit court for the eastern district of Missouri. The purchasers of the road organized a corporation under the general railroad law of Missouri by articles of association, filed in office of the secretary of the state of Missouri, October 21, 1876. The corporate name of this organization was Missouri Pacific Rly. Co. This company is one of the constituent companies in the consolidation of August 12, 1880, forming the present organization, The Missouri Pacific Rly. Co.

ORGANIZATION.

Directors.	Address.	Expiration of term.
George J. Gould	195 Broadway, New York city	March, 1898.
Edwin Gould	195 Broadway, New York city	
Howard Gould	195 Broadway, New York city	
Russell Sage	71 Broadway, New York city	
Samuel Sloan	26 Exchange Place, New York city.	
John P. Munn	261 Broadway, New York city	
Thos. T. Eckert	195 Broadway, New York city	
John G. Moore	80 Broadway, New York city	
D. D. Parmly	160 Broadway, New York city	
Lewis Fitzgerald	120 Broadway, New York city	
S. H. H. Clark	Sixth and Locust sts., St. Louis	
C. G. Warner	Sixth and Locust sts., St. Louis	
D. K. Ferguson	Fourth and Pine sts., St. Louis	

Number of stockholders at date of last election: 1889.

Last meeting of stockholders for election of directors: March 9, 1897.

Post-office address of general office: St. Louis, Mo., and New York city (financial).

Post-office address of operating office: St. Louis, Mo.

OFFICERS.

Title.	Name.	Location.
President	Geo. J. Gould	New York city.
Vice-President	C. G. Warner	St. Louis.
General Manager	W. B. Doddridge	"
Secretary and Treasurer	A. H. Calef	New York city.
Assistant Secretary	Guy Phillips	" "
Second Assistant Secretary	F. W. Irland	St. Louis.
Local Treasurer	D. S. H. Smith	"
General Auditor	C. G. Warner	"
Assistant General Auditor	S. B. Schuyler	"
General Counsel	J. F. Dillon	New York city.
General Attorney	W. S. Pierce	" "
General Solicitor	Alex. G. Cochran	St. Louis.
Attorney for Missouri	M. L. Clardy	"
Attorney for Nebraska and Northeast and Central Kansas	B. P. Waggener	Atchison.
Attorney for Lines in Southern Kansas	J. H. Richards	Fort Scott.
Attorney for Pueblo & State Line Rld	J. M. Waldron	Pueblo.

OFFICERS—CONCLUDED.

Title.	Name.	Location.
General Claim Agent	W. E. Jones	St. Louis.
General Freight Agent	W. C. Stith	"
First Assistant General Freight Agent	J. C. Lincoln	"
Assistant General Freight Agent	H. G. Krake	"
Assistant General Freight Agent	W. R. Peabody	"
Assistant General Freight and Pass. Agent	J. O. Phillippi	Omaha.
General Eastern Freight Agent	W. M. Clark	New York city.
General Passenger and Ticket Agent	H. C. Townsend	St. Louis.
Asst. General Passenger and Ticket Agent	B. H. Payne	"
General Eastern Passenger Agent	W. E. Hoyt	New York city.
General Superintendent	H. G. Clark	St. Louis.
Superintendent	L. D. Hopkins	Sedalia.
"	C. M. Rathburn	Atchison.
"	S. T. Shankland	Osawatomie.
"	A. H. Webb	Wichita.
Superintendent Terminals	J. F. Jones	St. Louis.
Superintendent Missouri Pacific Terminals	C. E. Carson	Kansas City.
Chief Engineer	James W. Way	St. Louis.
Assistant Engineer	W. H. Bush	Atchison.
" "	H. Rohwer	Sedalia.
" "	J. M. Meyers	St. Louis.
" "	J. K. Brown	Wichita.
Superintendent Locomotive and Car Dept	Frank Rearden	St. Louis.
Engineer Bridges and Buildings	E. Fisher	Pacific, Mo.
Superintendent Car Service	J. R. Wentworth	St. Louis.
Superintendent of Telegraph	C. W. Hammond	"
Assistant Superintendent of Telegraph	L. F. Sheldon	Sedalia.
Purchasing Agent	Abram Gould	St. Louis.
Tax Commissioner	S. L. Highleyman	"
Division Master Mechanic	L. Bartlett	"
" " "	J. T. Jones	Fort Scott.
" " "	W. J. Hill	Osawatomie.
Chief Surgeon	W. B. Outten	St. Louis.
Paymaster	J. W. King	"
Wood, Tie and Timber Agent	N. T. Spoor	"
General Baggage Agent	J. C. Nicholas	"
Fuel Agent	R. M. McDowell	"
Inspector Transfer Boats	W. H. Grapevine	Carondelet, Mo.
Freight Claim Agent	J. S. Tustin	St. Louis.
Stationery Agent	Geo. Snodgrass	"

PROPERTY OPERATED.

Name.	Terminals.		Miles for each road named.	Miles for each class of roads named.
	From	To		
Line represented by capital stock—main line:				
The Missouri Pacific Rly	St. Louis, Mo.	Atchison, Kan.	330.11	
	Central Branch Jct.	Sarpy county line	148.65	
	Levee, St. Louis, Mo.	St. Louis, Mo.	1.00	
	Papillion Jct., Neb.	Papillion, Neb.	2.35	
				482.11
Branches and spurs:				
Glencoe Branch	Glencoe Jct., Mo.	Lime Kilns, Mo.	4.00	
Blackwater Branch	Warrensb'g Jct., Mo.	Stone Quarries, Mo.	3.00	
Laclede & Creve Cœur Lake Br.	Lake Jct., Mo.	Creve Cœur Lk., Mo.	11.99	
Carondelet Branch	Kirkwood Jct., Mo.	Carondelet, Mo.	12.44	
Lebanon Branch	Jef'son City Jc., Mo.	Bagnell, Mo.	45.04	
Lexington Branch	Sedalia Jct., Mo.	Independ'ce Jc., Mo.	88.46	
Jefferson City, Boonv. & Lex. Br.	Myrick Jct., Mo.	Boonville Jct., Mo.	76.77	
	Marshall Jct., Mo.	Marshall, Mo.	2.48	
Lexington & Southern Division	Pleasa't H'l Jc., Mo.	Mo. Pac. R. of W. line,	.09	
	K. C. F. S. & M. Jct.	Joplin, Mo.	132.60	
Kansas & Arizona Division	So. West'n Jct., Kan.	Le Roy Jct., Kan.	61.14	
Ottawa Branch	Osawat'me Jct., Ks.	Ottawa con., Kan.	21.62	
Nebraska City Branch	Neb. City Br. Jct.	Weeping Water Jct.	26.76	
Lincoln Branch	Lincoln Branch con.	Lincoln, Neb.	33.92	
Crete Branch	Talmage Jct., Neb.	Crete, Neb.	58.18	
				578.49

PROPERTY OPERATED—CONCLUDED.

Name.	Terminals. From	Terminals. To	Miles for each road named.	Miles for each class of roads named.
Proprietary companies whose entire capital stock is owned by this company:				
Omaha Belt Rly	Sarpy county line	Webster st., Omaha,	13.12	
St. L., Oak Hill & Carondelet Rly.	Tower G've Jc , Mo.	Ivory ave. Jct., Mo.	6.30	
Nebraska Southern Rly	Auburn Jct., Neb.	Neb. City Br. Jct.	16.12	
Omaha Southern Rly	Union Jct., Neb.	Gilmore Jct., Neb.	25.44	
	Summit Jct.	West Side Jct., Neb.	3.05	
Ft. Scott Central Rly	Rich Hill Jct., Mo.	Cornell, Kan.	57.05	
Nevada & Minden Rly	Nassau Jct., Mo.	Chetopa, Kan.	73.71	
Kansas & Colorado Pacific Rly.	Ottawa con., Kan.	Pueblo U. D. con.	541.74	
	C'ncil G've spur Jc.	M. K. & T. con.	.48	
	Great Bend Br. Jct.	Great Bend, Kan.	10.01	
	Gypsum City con.	Marquette con.	42.41	
	Monteith Jct., Mo.	St. L. & Emp. Jct.	74.31	
	Interstate Jct., Kan.	Madison, Kan.	27.12	
	Ft. Scott con., Kan.	Ind. Territory line.	244.45	
	El Dorado Jc., Kan.	McPherson, Kan.	62.40	
	Gilfillan's Spur Jct.	Gilfillan's, Kan.	2.40	
	Wichita & Colo. Jct.	S. S. & E. P. Jc., Ks.	86.57	
	Chetopa con., Kan.	Larned, Kan.	273.04	
	Dexter Jct., Kan.	Arkansas City, Kan.	25.07	
	Ft. Scott, Kan.	Topeka, Kan.	131.00	
Kanopolis & Kansas Central Rly.	Geneseo, Kan.	Kanopolis, Kan.	14.16	
Kansas Southwestern Rly	Olcott Jct., Kan.	Iuka, Kan	24.91	
Rooks County Rld	Alton, Kan.	Stockton, Kan.	18.25	
Pacific Rly. in Nebraska	Warwick, Kan.	Prosser, Neb.	73.00	
Joplin & Western Rly	Joplin & West. Jct.	Grand Falls	4.59	
Operated under lease:				1,850.70
Boonville, St. L. & Southern Rly.	Versailles, Mo.	Boonville, Mo.	43.95	
K. C. & S. W. Rly. of Missouri	Cecil Jct., Mo.	Mo.-Kan. state line,	20.70	
Kansas City & Southwestern Rly.	Mo.-Kan. state line,	Southw'n Jc., Kan.	27.00	
Kansas & Colorado Pacific Rly.	V. V. I. & W. Jct.	Deering Jct., Kan.	80.62	
Le Roy & C. V. Air-Line Rld	L. & C. V. Jct., Kan.	Peru Jct., Kan.	51.78	
Operated under trackage rights:				224.05
Central Branch Union Pac. Rld.	Atchison, Kan.	Central Branch Jct.	1.89	
Hannibal & St. Joseph Rld	Rushville, Mo.	St. Joseph, Mo.	15.40	
Kansas City, St. J. & C. B. Rld	Winthrop, Mo.	Rushville, Mo.	5.60	
Kansas City, Ft. S. & M. Rld	M. P. R. of W. line.	K. C. Ft. S. & M. Jct.	.54	
Union Pacific Rly	Gilmore Jct., Neb.	Summit Jct.	5.47	
				28.90
Total mileage operated				3,164.25
Total mileage operated in Kansas				1,827.76

NAME OF ALL COAL, BRIDGE, CANAL OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Name.	Character of business.	Title.	State.
Waterloo and Carondelet Turnpike and Ferry Company	Ferry and transfer	Owned	Across the Mississippi river at Carondelet, Mo.
Kansas Central Elevator	Grain elevator	Owned	Leavenworth, Kan.
Coffeyville Elevator	Grain elevator	Owned	Coffeyville, Kan.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	ASSETS.	June 30, 1897. Total.	Year ending June 30, 1897. Increase.	Year ending June 30, 1897. Decrease.
$49,837,114 55	Cost of road and equipment	$49,838,569 27	$1,454 72	.....
27,977,926 28	Stocks owned	28,296,495 49	318,569 21	.....
28,181,559 55	Bonds owned	28,181,559 55	.....	.....
734,073 33	Other permanent investments	819,032 88	84,959 55	.....
801,966 64	Lands owned	802,016 99	50 35	.....
7,502,624 36	Cash and current assets	5,631,268 98	.....	$1,871,355 38
	Other assets:			
1,043,239 57	Materials and supplies	947,425 00	.....	95,814 57
.....	Profit and loss	878,160 98	878,160 98	.....
$116,078,504 28	Grand totals	$115,394,529 14	.....	$683,975 14

COMPARATIVE GENERAL BALANCE SHEET—CONCLUDED.

June 30, 1896. Total.	LIABILITIES.	June 30, 1897. Total.	Year ending June 30, 1897.	
			Increase.	Decrease.
$47,442,250 00	Capital stock	$47,442,375 00	$125 00	.....
62,268,000 00	Funded debt	62,138,000 00	.....	$130,000 00
5,219,265 17	Current liabilities	4,823,257 02	.....	396,008 15
831,831 25	Accrued interest on funded debt not yet payable	843,980 20	12,148 95	.....
86,704 62	Other liabilities—sundries	146,916 92	60,212 30	.....
230,453 24	Profit and loss	.....	.....	230,453 24
$116,088,504 28	Grand totals	$115,394,529 14	.....	$683,975 14

IMPORTANT CHANGES DURING THE YEAR.

One and one-quarter shares of new stock issued and exchanged for capital stock St Louis, Iron Mountain & Southern Railway Company.

Five per cent. gold funding notes retired, $130,000.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Pacific Express Company: Contract dated May 1, 1886; grants privilege to do a general express business. As compensation, we receive a percentage of the express company's gross earnings on this company's line of road.

Pullman's Palace Car Company furnishes sleeping-cars, under contract dated November 1, 1886, and receives for their use 3 cents per car mile run.

American Refrigerator Transit Company, of Illinois, contract dated January 1, 1894. This company furnishes refrigerator cars and receivee a mileage compensation for their use over this company's lines, and a commission from the revenue derived from shipments hauled in their cars.

Central Branch Union Pacific Rld. was leased to the Missouri Pacific Rly. Co. September 30, 1885, for 25 years from December 31, 1885. Net earnings above expenses of operation, maintenance, renewals and taxes, payable to the lessor company.

Boonville, St. Louis & Southern Rly. was leased to this company for 30 years from July 1, 1880, at an annual rental of $25,000.

Hannibal & St. Joseph Rld.: The Missouri Pacific Rly. Co. acquired, by lease dated Feb. 1, 1896, the joint use of their track between Rushville and St. Joseph Mo., and terminal facilities at St. Joseph, Mo., for nine years and sixteen days, paying therefor an annual rental of $10,500, and proportion of cost of maintenance of tracks, etc.

Kansas City, St. Joseph & Council Bluffs Rld.: The Missouri Pacific Rly. Co. acquired, by lease dated February 1, 1896, the joint use of their tracks between Winthrop and Rushville, Mo., for nine years and sixteen days, paying therefor an annual rental of $7,000, and proportion of cost of maintenance of tracks, etc.

Le Roy & Caney Valley Air-Line Rld.: Leased to the Missouri Pacific Rly. Co. October 31, 1886, for a term of 40 years, for a rental of $500 per mile per annum, together with taxes and expenses of maintenance, etc.

St. Louis & San Francisco Rly.: By agreement, dated January 1, 1896, and August 29, 1895, St. L. & S. F. Rly. acquired joint use of terminal facilities (freight switching) at St. Louis and Carondelet for a fixed weekly rental and switching charges per loaded car; also proportion expense of operation of interlocking plant at Grand avenue.

Verdigris Valley, Independence & Western Division of Kansas & Colorado Pacific Rly.: Leased to the Missouri Pacific Rly. Co. September 27, 1886, for a term of 40 years, for a rental of $500 per mile per annum, together with taxes and expenses of maintenance, etc.

Western Union Telegraph Company: Contract to furnish battery force, instruments, and all material necessary to keep telegraph line in working order for use of railway company in transmitting its business by telegraph, and with the railway company bears jointly the expense of receiving and transmitting all telegraph business along the line of its road, with provision that additional facilities shall be furnished when increased business requires same.

MAIL ROUTES AND COMPENSATION.

Route No.	From	To	Miles.	Rate per mile.	Annual compensation.
145,001	St. Louis	Atchison	36.80 293.86 2.88 280.22	$654 59 818 24 375 00 250 00	$335,671 91
145,008	Versailles	Boonville	44.01	65 84	2,897 61
145,016	Atchison	St. Joseph	22.26	6 84	152 25
145,033	Independence	Sedalia	90.08	107 73	9,704 31
145,040	Pleasant Hill	Joplin	133.69	178 70	23,890 40
145,047	Jefferson City	Bagnell	45.42	52 16	2,369 10
145,058	Nevada	Chetopa	76.23	90 63	6,908 72
145,059	Boonville	Myrick	80.96	55 58	4,499 75
145,070	Tower Grove Station	Oak Hill Junction	7.10 7.10	611 33 125 00	5,227 94
145,075	Rich Hill	Ft. Scott	27.35	125 69	3,437 62
145,085	Lake Junction	Fern Ridge	9.02	42 75	385 60
155,031	Paola	Le Roy	58.99	154 76	9,129 29
155,033	Osawatomie	Ottawa	21.31	139 37	2,969 97
155,040	Atchison	Omaha	164.21	129 11	21,201 15
155,063	Le Roy	Deering	81.72	107 73	8,803 69
155,067*	Ottawa	Salina: Owned by Mo. Pac.. .55 m. Terminal at Ottawa, .26 m.	.81	134 24	108 73
155,078	Roper	Peru Junction	51.77	42 75	2,213 16
155,091	Kansas City	Paola	54.12	181 26	9,809 79
155,102	Fort Scott	Cornell	29.66	42 75	1,267 96
157,040	Union	Lincoln	47.70	84 65	4,037 80
157,048	Gilmore Junction	Auburn	59.48	141 93	8,441 99
157,059	Talmage	Crete	58.44	47 88	2,798 10
157,071	West Side Junction	Summit Junction	3.05	137 66	419 86
155,036	Fort Scott	Kiowa	243.82	129 96	31,686 84
155,045	Butler	Madison	108.98	52 16	5,684 39
155,046	El Dorado	McPherson	62.36	42 75	2,665 89
155,051	Wichita	Hutchinson	47.72	85 50	4,080 06
155,056	Chetopa	Larned	273.59	64 98	17,777 87
155,060	Topeka	Ft. Scott	130.42	48 74	6,356 67
155,067	Ottawa	Salina	140.36	134 24	18,841 93
155,070	Salina	McCracken	126.14	131 67	16,608 85
155,071	Hoisington	Great Bend	10.49	49 59	520 19
155,074	Hutchinson	Geneseo	41.40	76 10	3,150 54
155,084	McCracken	Towner	141.57	128 25	18,156 35
155,093	Dexter	Arkansas City	26.35	42 75	1,126 46
155,095	Gypsum	Marquette	27.51	42 75	1,176 05
165,036	Towner	Pueblo	151.24	120 56	18,233 49
155,086	Geneseo	Kanopolis	14.67	42 75	627 14
155,081	Olcott	Iuka	20.08	42 75	858 42
155,047	Alton	Stockton	18.98	82 08	1,557 87
155,094	Warwick	Prosser	72.53	49 59	3,596 76

* Part of.

ANNUAL REPORT OF THE

Central Branch Union Pacific Railroad Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: Central Branch Union Pacific Rld. Co.

Date of organization: February 11, 1859.

The Central Branch Union Pacific Rld. Co. was originally chartered as the Atchison & Pike's Peak Rld. Co., by the legislature of the territory of Kansas, by special act approved February 11, 1859 (chapter 48, page 62, Private Laws 1859 of the Territory of Kansas). This act conferred upon the company all the powers, conditions and provisions of an act to incorporate the Atchison & Fort Riley Rld. Co., approved February 17, 1857. On January 1, 1867, under the provisions of the Compiled Laws of Kansas, 1862, chapter 170, section 5, page 768, the name of this company was changed to that of the Central Branch Union Pacific Rld. Co.

The Central Branch Union Pacific Rld. Co. is not a consolidated company.

The Central Branch Union Pacific Rld. Co. is not a reorganized company.

The Missouri Pacific Rly. Co. operates the road of this company under a lease, but an operating report is made by this company.

ORGANIZATION.

Directors.	Address.	Expiration of term.
Oliver Ames	Boston	Date of next electi'n
E. Ellery Anderson	New York	
Edwin F. Atkins	Boston	
Samuel Carr	"	
S. H. H. Clark	Omaha	
Frederic R. Coudert	New York	
John W. Doane	Chicago	
H. P. Dillon	Topeka	
George J. Gould	New York	
N. H. Loomis	Topeka	
Oliver W. Mink	Boston	
Benjamin C. Wetmore	New York	
A. L. Williams	Topeka	

Number of stockholders at date of last election: 25.

Last meeting of stockholders for election of directors: October 10, 1894. No annual meeting has been held since that date.

Post-office address of general office: Boston, Mass.

Post-office address of operating office: St. Louis, Mo.

OFFICERS.

Title.	Name.	Location.
President	S. H. H. Clark	Omaha.
First Vice-President	Edwin F. Atkins	Boston.
Second Vice-President	Oliver W. Mink	"
Secretary	Alex. Millar	"
Treasurer	James G. Harris	"
General Solicitor	W. R. Kelly	Omaha.
General Counsel	John F. Dillon	New York.
Comptroller	Oliver W. Mink	Boston.
Assistant Comptroller	Alex. Millar (for receivers)	"
Auditor	Erastus Young	Omaha.
General Manager	W. B. Doddridge	St. Louis.
Chief Engineer	James W. Way	"
General Superintendent	H. G. Clark	"
Superintendent	C. M. Rathburn	Atchison.
Division Superintendent	I. H. Luke	Concordia, Kan.
Superintendent of Telegraph	C. W. Hammond	St. Louis.
General Freight Agent	W. C. Stith	"
General Passenger and Ticket Agent	H. C. Townsend	"

OFFICERS — CONCLUDED.

Title.	Name.	Location.
General Baggage Agent	J. C. Nicholas	St. Louis.
General Claim Agent	W. E. Jones	"
Engineer Buildings and Bridges	E. Fisher	Pacific, Mo.
Tax Commissioner	S. L. Highleyman	St. Louis.
Paymaster	J. W. King	"
Superintendent Locomotive and Car Dept.	Frank Rearden	"
Division Master Mechanic	C. W. Weller	Atchison.
Receivers	S. H. H. Clark	Omaha.
	Oliver W. Mink	Boston.
	E. E. Anderson	New York.
	John W. Doane	Chicago.
	Fred. R. Coudert	New York.

PROPERTY OPERATED.

Name.	Terminals.		Miles for each road named.	Miles for each class of roads named.
	From	To		
Line represented by capital stock — main line:				
Central Branch U. P. Rld	Atchison, Kan	Waterville, Kan		100.00
Operated under lease for specified sum:				
Atchison, Colo. & Pac. Rld	Waterville, Kan	Lenora, Kan	193.39	
	Greenleaf, Kan	Washington, Kan	7.00	
	Yuma, Kan	Warwick, Kan	30.80	
	Downs, Kan	Alton, Kan	23.60	
Atchison, Jewell Co. & W. Rld	Jamestown, Kan	Burr Oak, Kan	33.40	
				288 19
Total mileage operated				388 19

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

The Union Pacific Rly. Co. owns $874,200 of the $1,000,000 in capital stock of this company.

The Missouri Pacific Rly. Co. operates the road of this company, under a contract dated December 6, 1880.

The agreement may be terminated by either party on six months' notice; but if terminated, it is also agreed that some other arrangement shall be made, and that the business of the company shall be given to the Missouri Pacific Rly. Co., on equitable terms to be agreed upon.

All business done and delivered to the Missouri Pacific Rly. shall be adjusted and settled for on the same basis as the Iowa roads in respect to local business of the Union Pacific Rly.

All business taken from this company that would be competitive business if the agreement were not made shall be pooled whenever practicable.

Monthly statements of earnings and expenses to be furnished by the Missouri Pacific Rly. Co., and the net earnings are to be turned over to the Central Branch Union Pacific Rld. Co.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	ASSETS.	June 30, 1897. Total.	Year ending June 30, 1897.	
			Increase.	Decrease.
$3,998,119 76	Cost of road and equipment	$3,998,019 76		$100 00
32,578 76	Receivers, Central Branch U. P. Rld. Co., property account	32,578 76		
62,935 45	Receivers, United States earnings suspense account	70,976 24	$8,040 79	
4,519 04	Land contracts	2,738 35		1,780 69
	Cash and current assets	129,423 54	129,423 54	
2,724,059 66	Interest on U. S. bonds	2,762,459 66	38,400 00	
2,532,994 08	Profit and loss, excluding interest on U. S. bonds	2,934,097 90	401,103 82	
$9,355,206 75	Grand totals	$9,930,294 21	$575,087 46	

COMPARATIVE GENERAL BALANCE SHEET—CONCLUDED.

June 30, 1896. Total.	LIABILITIES.	June 30, 1897. Total.	Year ending June 30, 1897.	
			Increase.	Decrease.
$1,000,000 00	Capital stock	$1,000,000 00	.....	.....
5,953,110 05	Funded debt	5,983,341 39	*$30,231 34	.....
2,339,289 12	Current liabilities	2,852,626 58	513,337 46	.....
.....	Accrued interest on funded debt not yet payable	23,350 00	23,350 00	.....
62,807 58	Receivers Central Branch Union Pacific Rld. Co. (United States earnings withheld)	70,976 24	8,168 66	.....
$9,355,206 75	Grand totals	$9,930,294 21	$575,087 46	.....

*This amount is made up as follows:

Interest on subsidy bonds	$38,400 00
Less increase in amount of accounts due from the United States for transportation services	8,168 66
Total	$30,231 34

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.†

Contract with Pacific Express Company, dated May 1, 1886, grants privilege to do a general express business. As compensation, we receive a percentage of the express company's gross earnings on this company's line of road.

The Missouri Pacific Rly. Co. leased the line of this company September 30, 1885, for 25 years from December 31, 1885. Net earnings above expenses of operation, maintenance, renewals and taxes paid to the lessor company.

Contract with Western Union Telegraph Company, dated July 1, 1881.

MAIL ROUTES AND COMPENSATION.

Route No.	From	To	Miles.	Official rate per mile.	Annual compensation.
155003	Atchison	Waterville	100.67	$162 45	$16,353 84
155021	Waterville	Washington	20.64	140 22	2,894 14
155022	Greenleaf	Lenora	180.23	128 25	23,114 49
155027	Yuma	Warwick	30.65	53 87	1,651 11
155029	Downs	Alton	23.74	90 63	2,151 55
155032	Jamestown	Burr Oak	33.81	57 29	1,936 97

†It is impossible to furnish a concise statement of all existing contracts, etc., as called for; brief reference is made to such contracts as are believed to be of more general interest.

ANNUAL REPORT OF

The Kansas City Northwestern Railroad Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: The Kansas City Northwestern Rld. Co.

Date of organization: December 30, 1893.

Organized under the laws of the state of Kansas.

Charter filed with the secretary of the state of Kansas December 30, 1893.

The Kansas City Northwestern Rld. Co. acquired its present line of road from Geo. C. Smith and B. P. Waggener, purchasing trustees of the Kansas City, Wyandotte & Northwestern Rld., in June, 1894, and from C. G. Warner, purchasing trustee of the Kansas City & Beatrice Rld., on January 1, 1897.

Kansas City, Wyandotte & Northwestern Rld. Co. was organized under the laws of the state of Kansas, March 28, 1887.

The Kansas City & Beatrice Rld. Co. was organized under the laws of the state of Nebraska, June 29, 1889.

ORGANIZATION.

Directors.	Address.	Expiration of term.
George J. Gould	New York	April, 1898.
Howard Gould	"	
Charles G. Warner	St. Louis	
W. P. Doddridge	"	
F. W. Irland	"	
B. P. Waggener	Atchison	
W. P. Waggener	"	
C. M. Rathburn	"	
E. A. Sherrill	Kansas City, Kan.	

Number of stockholders at date of last election: 10.

Last meeting of stockholders for election of directors: March 2, 1897.

Post-office address of general office: Kansas City, Kan., and New York (financial).

Post-office address of operating office: Kansas City, Kan.

OFFICERS.

Title.	Name.	Location.
President	Geo. J. Gould	New York.
Vice-President	C. G. Warner	St. Louis.
Secretary and Treasurer	A. H. Calef	New York.
Assistant Secretary and Assistant Treasurer,	W. F. Shippey	Kansas City, Ks.
General Solicitor	A. G. Cochran	St. Louis.
General Counsel	B. P. Waggener	Atchison.
General Attorney	W. P. Waggener	"
General Auditor	C. G. Warner	St. Louis.
Auditor	E. A. Sherrill	Kansas City, Ks.
General Manager	W. B. Doddridge	St. Louis.
Chief Engineer	J. W. Way	"
General Superintendent	H. G. Clark	"
Superintendent	R. E. Cahill	Kansas City, Ks.
General Claim Agent	William E. Jones	St. Louis.
General Freight Agent	W. C. Stith	"
General Passenger and Ticket Agent	H. C. Townsend	"
Assistant General Freight and Pass. Agent,	H. C. Brown	Kansas City, Ks.
General Baggage Agent	J. C. Nicholas	St. Louis.
Tax Commissioner	S. L. Highleyman	"
Chief Surgeon	W. B. Outten	"

PROPERTY OPERATED.

Name.	Terminals. From	Terminals. To	Miles for each road named.	Miles for each class of roads named.
Line represented by capital stock —main line:				
The Kansas City Northwestern Rld	Kansas City, Kan.	St. Jo. and G. I. con.	117.10	
	Axtell Jct., Kan.	Virginia, Neb.	32.92	
	H. B. (near Seneca)	St. Jo. and G. I. con.	.02	150.04
Branches and spurs	Menager Jct., Kan.	Mo. Pac. con., South Leavenworth	11.61	11.61
Operated under trackage rights:				
St. Joseph & Grand Island Rld.	St. Jo. and G. I. con.	Axtell Jct., Kan.	10.77	
The Missouri Pacific Rly	Mo. Pac. Rly. con., So. Leavenworth	Leavenworth, Kan.	.92	
Atchison, Topeka & Santa Fe Rly	Main track, Soldiers' Home	The Soldiers' Home	.79	12.48
Total mileage operated				174.13

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897. Increase.	Year ending June 30, 1897. Decrease.
$3,994,124 36	Cost of road	$3,994,046 50		$77 81
450,680 80	Cost of equipment	450,680 80		
	Bonds owned	29,887 49	$29,887 49	
	Lands owned	119 81	119 81	
102,116 73	Cash and current assets	44,518 15		57,598 58
14,637 27	Other assets: Materials and supplies	9,598 17		5,039 10
68,254 04	Profit and loss	79,764 43	11,510 39	
$4,629,813 20	Grand totals	$4,608,615 40		$21,197 80
	Liabilities.			
$3,500,000 00	Capital stock	$3,500,000 00		
935,680 80	Funded debt	935,680 80		
194,132 40	Current liabilities	172,934 60		21,197 80
$4,629,813 20	Grand totals	$4,608,615 40		$21,197 80

IMPORTANT CHANGES DURING THE YEAR.

On January 1, 1897, the Kansas City & Beatrice Rld. (20.65 miles), running from Summerfield, Kan., to Virginia, Neb., was merged with the Kansas City Northwestern Rld.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Contract with Pacific Express Company, dated July 2, 1894, conducting an ordinary express business under its own employees, at a minimum rental of $425 per month and guaranty of 50 per cent. of gross earnings.

St. Joseph & Grand Island Rld.: Lease of their tracks between Seneca and Axtell Junction, Kan., at a monthly rental of $445.83, and proportion of cost of maintenance.

Atchison, Topeka & Santa Fe Rly.: Use of their spur at Soldiers' Home, Kan., at a monthly rental of $20.01, and proportion of cost of maintenance.

Missouri Pacific Rly. Co.: Use of their tracks, yards and terminals at Leavenworth, Kan., at a monthly rental of $10, and trackage 50 cents for loaded and 25 cents for empty trains each, and proportion of expenses of handling warehouse freight on basis of total freight handled by both companies, and $1 per car set to warehouse and team track.

The Missouri Pacific Rly. Co. to operate and maintain joint freight agency at Kansas City, at a compensation of 2½ cents per 100 pounds on all freight handled through freight house and $1 for each loaded car switched to or from team track (this company to continue to maintain Wood street yard).

The Missouri Pacific Rly. Co. to maintain our equipment and handle same at Cypress shops on basis of total expense of both companies.

The Missouri Pacific Rly. Co. to operate and maintain joint agency at Goff's, Kan., this company to pay one-half of expense, plus $10 per month for station buildings.

Trackage rights between Kansas City, Kan., and Kansas City, Mo., for passenger trains on basis of 75 cents for each car in either direction and proportion of passenger revenue on mileage basis, allowing that company a distance of three miles, with minimum of 5 cents for each full ticketed passenger and equivalent proportion for less than full fares.

Chicago Great Western Rly. Co.: Rental to them of our tracks, yards, terminals at Kansas City, Kan., and Leavenworth, Kan., and between same, at an annual rental (payable monthly) of $25,000 and interest on permanent improvements at rate of 2½ per cent. per annum (payable monthly), and proportion of maintenance on wheelage basis.

Western Union Telegraph Co.: Lines owned by that company and no revenue therefrom by this company, the latter to furnish labor necessary for operation.

Missouri & Kansas Telephone Co.: Use of instruments at regular commercial rates.

Leavenworth Depot & Rld. Co.: Use of tracks and depot facilities at Leavenworth, Kan. Rental and maintenance expenses borne equally by six companies using same.

MAIL ROUTES AND COMPENSATION.

Route No.	From	To	Official mileage.	Rate per mile.	Annual compensation.
155,079	Kansas City, Mo.	Virginia, Neb	162.05	$94 05	$15,240 80
155,099	Menager, Kan.	Leavenworth, Kan.	12.64	50 45	637 68

ANNUAL REPORT OF

The St. Joseph & Grand Island Railway Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: The St. Joseph & Grand Island Railway Company.
Organized under the laws of Kansas and Nebraska.

ORGANIZATION.

Directors.	Address.	Expiration of term.
Frederic P. Olcott	New York	October 19, 1897.
William L. Bull	"	
Henry Budge	"	
J. Kennedy Tod	"	
Gordon Abbott	Boston, Mass.	
Edwin McNeill	Portland, Ore	
C. H. Shaffer	Hiawatha, Kan	
H. M. Robinson	" "	
U. G. Life	" "	

Number of stockholders at date of last election: 12.
Post-office address of general office: St. Joseph, Mo.
Post-office address of operating office: St. Joseph, Mo.

OFFICERS.

Title.	Name.	Location.
President	William L. Bull	New York.
Vice-President	Henry Budge	"
Secretary	W. S. Wilson	"
Treasurer	Henry Budge	"
Attorney	M. A. Reed	St. Joseph.
Auditor	J. G. Drew	"
General Manager	W. P. Robinson, jr	"
Superintendent	A. M. Morey	"
General Freight and Passenger Agent	S. M. Adsit	"

PROPERTY OPERATED.

Name.	Terminals.		Miles for each road named.	Miles for each class of roads named.
	From	To		
St. Joseph & Grand Island Rly	St. Joseph, Mo.	Grand Island, Neb.	251.06	251.06

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897.	
			Increase.	Decrease.
.....	Cost of road	$16,990,103 28	.....	.....
.....	Cash and current assets	116,142 03	.....	.....
	Other assets:			
.....	Materials and supplies	77,532 73	.....	.....
.....	Sundries	3,245 24	.....	.....
.....	Grand totals	$17,187,023 28	.....	.....
	Liabilities.			
.....	Capital stock	$13,527,600 00	.....	.....
.....	Funded debt	3,500,000 00	.....	.....
.....	Current liabilities	125,887 87	.....	.....
.....	Accrued taxes not yet due	29,545 44	.....	.....
.....	Vacant equipment account	156 60	.....	.....
.....	Profit and loss	3,833 37	.....	.....
.....	Grand totals	$17,187,023 28	.....	.....

IMPORTANT CHANGES DURING THE YEAR.

On the 23d day of December, 1896, Frederic P. Olcott, as chairman, etc., became purchaser of all the railroads and property formerly belonging to the St. Joseph & Grand Island Rld. Co., said sale being made pursuant to the decree of the circuit court of the United States for the district of Nebraska, and the circuit court of the United States for the western district of Missouri, western division.

Mr. Frederic P. Olcott, as chairman, etc., conveyed to the Grand Island, Hastings & Southeastern Rld. Co., incorporated under the laws of the state of Nebraska, that portion of the railroad and real property so purchased by him situated in the state of Nebraske; and to the St. Joseph, Hanover & Western Rly. Co., incorporated under the laws of the state of Kansas, that portion of the railroad and real property so purchased by him situated in the state of Kansas, and also that portion thereof situated in the state of Missouri.

These two companies were afterwards consolidated in accordance with the laws of Kansas and Nebraska, under the name of The St. Joseph & Grand Island Rly. Co., who entered into possession of the property on March 1, 1897.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Pacific Express Company handles the express business.

The compensation for carrying the mails is fixed by the postmaster-general.

Western Union Telegraph Company does the telegraph business.

ANNUAL REPORT OF

The St. Louis & San Francisco Railroad Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: St. Louis & San Francisco Rld. Co.
Date of organization: June 29, 1896.
Organized under the general statutes of Missouri.

ORGANIZATION.

Directors.	Address.	Expiration of term.
D. B. Robinson	St. Louis	November 8, 1897.
Geo. A. Madill	"	
R. C. Kerens	"	
I. N. Seligman	New York	
Fred Strauss	"	
J. Kennedy Tod	"	
E. D. Henderson	"	
James A. Blair	"	
Ben. P. Cheney	Boston	
Richard Olney	"	
C. S. Gleed	Topeka	
Henry K. McHarg	Stanford, Conn	
S. C. Eastman	Concord, N. H	

Number of stockholders at date of last election: 14.
Last meeting of stockholders for election of directors: June 30, 1896.
Post-office address of general office: St. Louis, Mo.
Post-office address of operating office: St. Louis, Mo.

OFFICERS.

Title.	Name.	Location.
President	D. B. Robinson	St. Louis.
First Vice-President	B. F. Yokum	"
Secretary and Treasurer	F. H. Hamilton	"
General Solicitor	L. F. Parker	"
General Counsel	E. C. Henderson	New York.
General Auditor	A. Douglas	St. Louis.
General Manager	B. F. Yokum	"
General Superintendent	A. J. Davidson	"
Division Superintendent	J. A. Mantor	Springfield, Mo.
Division Superintendent	A. O'Hara	Neodesha, Kan.
Superintendent of Telegraph	J. M. Egan	Springfield, Mo.
General Freight Agent	F. D. Russell	St. Louis.
Assistant General Freight Agent	J. A. Middleton	"
Assistant General Freight Agent	Bryan Snyder	"
General Passenger Agent	Geo. T. Nicholson	"
General Baggage Agent	W. M. Dyer	Springfield, Mo.
Land Agent	E. M. Kenna	St. Louis.

PROPERTY OPERATED.

Name.	Terminals. From	Terminals. To	Miles for each road named.	Miles for each class of roads named.
Line represented by capital stock—main line:				
St. Louis & San Francisco Rld..	St. Louis, Mo.....	Seneca, Mo.....	.....	326.28
Branches and spurs:				
St. Louis & San Francisco Rld..	Pierce City, Mo.....	Oswego, Kan.....	72.91	
	Oronogo, Mo.....	Joplin, Mo.....	9.32	
	Girard, Kan.....	Galena, Kan.....	49.68	
	Oswego, Kan.....	Wichita, Kan.....	144.49	
	Monett, Mo.....	Red River, I. T.*.....	285.79	
	Granby, Mo.....	Granby mines, Mo....	1.50	
	Springfield, Mo.....	Chadwick, Mo.....	34.86	
	Springfield, Mo.....	Bolivar, Mo.....	38.79	
	Cuba Jct., Mo.....	Salem, Mo., and branches.....	54.00	
	Beaumont, Kan.....	Cale, Kan.....	61.86	
Proprietory companies whose entire capital stock is owned by this company:	Fayetteville, Ark.....	Powell, Ark.....	25.61	778.81
Paris & Great Northern Rld....	Red River, I. T.....	Paris, Tex.....	16.94	
Pittsburg & Columbus Rld.....	Pittsburg, Kan.....	Weir, Kan., and mines.	10.48	
Springfield Connecting Rly.....	Springfield Belt Line,	.....	3.18	
Fayetteville & Little Rock Rly..	Powell, Ark.....	St. Paul, Ark.....	7.68	
Little Rock & Texas Rld.....	Jenson, Ark.....	Mansfield, Ark.....	18.34	
Van Buren Bridge Co.†.....	Bridge across Arkansas river.....		.34	56.96
Total mileage operated.....	.....	.....	.....	1,162.05
Total mileage operated in Kansas,	.....	.....	.....	268.95

*Excluding Van Buren bridge.

† The Fort Smith and Van Buren bridge is also leased by this company.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Item.	June 30, 1897. Total.
.....	Cost of equipment.....	.....	$82,089,201 80
.....	Stocks owned.....	.....	25,432 00
.....	Bonds owned.....	.....	39,211 47
	St. L. & S. F. Rld. Co. stock certificates in treasury:		
.....	First preferred.....	$15,091 10	
.....	Second preferred.....	1,791,753 00	
.....	Common.....	3,602,335 40	
.....			5,409,187 50
	Cash and current assets.....	.....	2,135,069 14
	Other assets:		
.....	Materials and supplies.....	$398,023 20	
.....	Sinking fund.....	12,168 69	
.....	Sundries.....	7,063 30	
			417,255 19
.....	Grand total.....	.....	$90,115,357 10
	Liabilities.		
.....	Capital stock.....	.....	$50,000,000 00
.....	Funded debt.....	.....	37,618,850 00
.....	Current liabilities.....	.....	1,475,087 80
.....	Accrued interest on funded debt not yet payable.....	.....	165,627 50
.....	Taxes accrued, not yet payable.....	.....	26,352 15
.....	Equipment and improvement fund.....	.....	501,553 93
.....	Land department fund.....	.....	25,310 70
.....	Profit and loss.....	.....	231,066 94
.....	Grand total.....	.....	$90,115,357 10

NAME OF ALL COAL, BRIDGE, CANAL OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Name.	Business.	Title.	State.
The Fort Smith and Van Buren Bridge Company	Bridge	Leased (capital stock owned)	Arkansas.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Wells, Fargo & Co.: Express company pays 55 per cent. of its gross earnings to railway company, with a fixed minimum.

United States post-office department: Pays railway company for carrying mails at rates fixed by the government.

Pullman Palace Car Company: Railway company to pay mileage at the rate of 2 cents per mile.

Western Union Telegraph Company: Telegraph company to give free telegraphing to the extent of $500 for the first 300 miles of railroad wire, and 50 cents for each additional mile; railway company to be charged for all excess over and above this at one-half tariff rates.

ANNUAL REPORT OF

The Kansas Midland Railway Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: The Kansas Midland Rly. Co.

Date of organization: February 8, 1886.

Road operated by the St. Louis & San Francisco Rld. Co. for the month of July, 1896, account of the Kansas Midland Rly. Co.; and for the remaining period, August 1, 1896, to June 30, 1897, account of receiver The Kansas Midland Rly.

ORGANIZATION.

Directors.	Address.	Expiration of term.
G. A. Wurdeman	St. Louis	.....
I. A. McGirk	"	
W. R. Smythe	"	
F. H. Bacon	"	
C. V. Ferguson	Wichita	
R. E. Torrington	"	
W. J. Nevins	Winfield	

Number of stockholders at date of last election: 30.

Last meeting of stockholders for election of directors: January 7, 1896.

Post-office address of general office: Wichita, Kan.

Post-office address of operating office: Wichita, Kan.

OFFICERS.

Title.	Name.	Location.
Receiver	A. L. Wolff	Wichita.
Secretary and Treasurer	E. Wilder	Topeka.
Assistant Secretary and Assistant Treasurer,	F. H. Bacon	St. Louis.
Auditor	C. L. Fontaine	Wichita.
General Manager	W. P. Homan	"
Master Mechanic	C. A. De Haven	"
Traffic Manager	C. L. Fontaine	"

PROPERTY OPERATED.

Name.	Terminals.		Miles for each road named.	Miles for each class of roads named.
	From	To		
Kansas Midland Rly.	Wichita	Ellsworth	106.77	106.77

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897.	
			Increase.	Decrease.
$5,684,200 00	Cost of road and equipment	$5,684,200 00	.....	.....
.....	Cash and current assets	6,026 66	$6,026 66	.....
$5,684,200 00	Grand totals	$5,690,226 66	$6,026,66	.....
	Liabilities.			
$3,004,200 00	Capital stock	$3,004,200 00	.....	.....
2,680,000 00	Funded debt	2,680,000 00	.....	.....
.....	Profit and loss	6,026 66	$6,026 66	.....
$5,684,200 00	Grand totals	$5,690,226 66	$6,026 66	.....

ANNUAL REPORT OF THE

St. Louis, Kansas & Southwestern Railway Company,

For the Period July 1 to October 17, 1896, Inclusive.

HISTORY.

Name: St. Louis, Kansas & Southwestern Rly. Co.

Date of organization: August 27, 1885.

Organized under the laws of the state of Kansas, under the name of the Geuda Springs, Caldwell & Western Rld. Co.

On January 7, 1886, name was changed from Geuda Springs, Caldwell & Western Rld. Co. to St. Louis, Kansas & Southwestern Rly. Co.

The road was operated by the St. Louis & San Francisco Rld. Co. for the bondholders, covering the period July 1 to October 17, 1896, inclusive.

ORGANIZATION.

Directors.	Address.	Expiration of term.
G. A. Wurdeman	St. Louis	
C. V. Ferguson	"	
F. H. Bacon	"	
W. R. Smythe	"	
I. A. McGirk	"	
W. J. Nevins	Winfield, Kan	
J. E. Conklin	" "	
A. J. Seay	Guthrie, O. T	
John J. McCook	New York	

Number of stockholders at date of last election: 20.

Last meeting of stockholders for election of directors: January 12, 1895.

Post-office address of general office: Arkansas City, Kan.

Post-office address of operating office: Askansas City, Kan.

OFFICERS.

Title.	Name.	Location.
Receiver	Dwight Braman	New York.
President	G. A. Wurdeman	St. Louis.
Secretary and Treasurer	E. Wilder	Topeka.
Assistant Secretary and Assistant Treasurer,	F. H. Bacon	St. Louis.
General Auditor	W. K. Gillett	Chicago.
Assistant General Auditor	W. A. Burroughs	Boston.
Lessee and General Manager	Francis S. Eaton	Arkansas City.
Traffic Manager	A. W. Brown	" "

PROPERTY OPERATED.

Name.	Terminals.		Miles for each road named.	Miles for each class of roads named.
	From	To		
St. Louis, Kansas & Southwestern Rly. Co	Cale Junction, Kan	Anthony, Kan	59.35	59.35

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897.	
			Increase.	Decrease.
$2,092,001 46	Cost of road	$2,092,001 46	.....	.....
.....	Profit and loss	4,261 08	$4,261 08	.....
$2,092,001 46	Grand totals	$2,096,262 54	$4,261 08	.....
	Liabilities.			
$1,180,000 00	Capital stock	$1,180,000 00	.....	.....
890,000 00	Funded debt	890,000 00	.....	.....
22,001 46	Current liabilities	26,262 54	$4,261 08	.....
$2,092,001 46	Grand totals	$2,096,262 54	$4,261 08	.....

ANNUAL REPORT OF

The Union Terminal Railroad Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: The Union Terminal Rld. Co.
Date of organization: December 30, 1891.
Organized under general laws of the state of Kansas.
The road of this company is operated by Kansas City Suburban Belt Rld. Co.

ORGANIZATION.

Directors.	Address.	Expiration of term.
C. A. Braley	Kansas City, Mo	July 6, 1898.
J. T. Nolthenius	"	
F. A. Hornbeck	"	
A. L. Howe	"	
W. S. Taylor	Philadelphia, Pa	
J. H. Pickering	Kansas City, Mo	
O. L. Miller	Kansas City, Kan	
Winfield Freeman	"	
W. M. Thompson	"	

Number of stockholders at date of last election: 10.
Last meeting of stockholders for election of directors: July 6, 1897.
Post-office address of general office: Kansas City, Kan.

OFFICERS.

Title.	Name.	Location.
President	C. A. Braley	Kansas City, Mo.
First Vice-President	J. T. Nolthenius	"
Second Vice-President	F. A. Hornbeck	"
Secretary and Treasurer	A. L. Howe	"
Assistant Secretary	O. L. Miller	Kansas City, Ks.

PROPERTY OPERATED.

Name.	Terminals.		Miles for each road named.	Miles for each class of roads named.
	From	To		
The Union Terminal Rly.—main line	Mo.-Kan. state line	Argentine, Kan	5.18	5.18
Branches and spurs	Main line	K. C. N. W. Rld	.39	
	"	Kan. City stock-yards,	.62	
	"	Argentine, Kan	.23	
	"	1st st., Kan. City, Kan.	.65	
	"	Electric-light plant	.15	2.04
Total mileage operated				7.22

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897.	
			Increase.	Decrease.
$3,550,000 00	Cost of road	$3,550,000 00	.....	.....
	Liabilities.			
$2,000,000 00	Capital stock	$2,000,000 00	.....	.....
1,550,000 00	Funded debt	1,550,000 00	.....	.....
$3,550,000 00	Grand totals	$3,550,000 00	.....	.....

IMPORTANT CHANGES DURING THE YEAR.

Mileage of the First street spur in Kansas City, Kan., increased from .20 to .65 mile.

ANNUAL REPORT OF

The Union Pacific Railway Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: Union Pacific Rly. Co.

Date of organization: January 24, 1880.

The Union Pacific Rld. Co., chartered by act of Congress, approved July 1, 1862.* Charter amended by act of Congress, approved July 12, 1862*—March 3, 1863*—July 2, 1864*—March 3, 1865*—July 3, 1866—July 26, 1866—December 20, 1867—March 6, 1868*—April 10, 1869—May 6, 1870—July 1, 1870—February 24, 1871—March 3, 1871*—March 3, 1873*—June 20, 1874*—June 22, 1874*—August 15, 1876—April 30, 1878—May 7, 1878—June 17, 1878*—March 3, 1879.*

The Kansas Pacific Rly. Co. (Union Pacific Rly. Co., Eastern Division)—acts of Congress above named marked with a star apply to this company likewise, as do also acts approved May 7, 1866, and March 3, 1869.

Consolidation of the Uuion Pacific Rld. Co., the Kansas Pacific Rly. Co., the Denver Pacific Rly. and Telegraph Co.

The Denver Pacific Rly. and Telegraph Co. was chartered November 19, 1867, under the general laws of the territory of Colorado, and act of Congress, approved March 3, 1869.

Date and authority for each consolidation: Act of Congress, approved July 1, 1862, section 16; act of Congress, approved July 2, 1864, section 16.

ORGANIZATION.

Directors.	Address.	Expiration of term.
Oliver Ames	Boston	April 27, 1898.
Edwin F. Atkins	"	
George Q. Cannon	Salt Lake City	
S. H. H. Clark	Omaha	
Henry C. Deming	New York	
Gordon Dexter	Boston	
Grenville M. Dodge	Council Bluffs	
George J. Gould	New York	
Henry B. Hyde	"	
Alex. Millar	Boston	
Joseph H. Millard	Omaha	
Oliver W. Mink	Boston	
Alex. E. Orr	New York	
Sidney Dillon Ripley	"	
Russell Sage	"	
Government directors:		Appointed:
E. Ellery Anderson	New York	August 3, 1893.
John W. Doane	Chicago	April 26, 1893.
William J. Coombs	Brooklyn	June 1, 1895.
John Sheridan	Mt. Savage, Allegheny Co., Md	July 28, 1896.
John T. Bressler	Wayne, Neb	April 7, 1897.

Number of stockholders at date of last election: 540.
Last meeting of stockholders for election of directors: May 5, 1897.
Post-office address of general office: Boston, Mass.
Post-office address of operating office: Omaha, Neb.

NAME OF ALL COAL, BRIDGE, CANAL OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Name.	Character of business.	Title.	State or territory.
Union Division land grant	Land	Owned	Nebraska, Colorado, Utah, and Wyoming.
Kansas Division land grant	"	"	Kansas and Colorado.
Denver Pacific Railway and Telegraph Co. land grant	"	"	Colorado.

OFFICERS.

Title.	Name.	Location.
Receivers	S. H. H. Clark	Omaha.
	Oliver W. Mink	Boston.
	E. Ellery Anderson	New York.
	John W. Doane	Chicago.
	Frederic R. Coudert	New York.
Chairman of the Board	Alex. E. Orr	"
President	S. H. H. Clark	Omaha.
First Vice-President	Edwin F. Atkins	Boston.
Second Vice-President	Oliver W. Mink	"
Secretary	Alex. Millar	"
Treasurer	James G. Harris	"
General Solicitor	W. R. Kelly	Omaha.
General Counsel	John F. Dillon	New York.
Comptroller	Oliver W. Mink	Boston.
Assistant Comptroller	Alex. Millar	"
Auditor	Erastus Young	Omaha.
General Manager	E. Dickinson	"
Chief Engineer	Geo. H. Pegram	"
General Superintendent	P. J. Nichols	"
" "	J. O. Brinkerhoff	Kansas City.
" "	W. A. Deuel	Denver.
Superintendent	L. Malloy	Cheyenne.
"	R. R. Sutherland	Omaha.
"	W. L. Park	North Platte.
"	A. T. Palmer	Kansas City.
"	D. C. Bevard	Cheyenne Wells.
Superintendent of Telegraph	L. H. Korty	Omaha.
Superintendent of Car Service	E. Buckingham	"
Freight Traffic Manager	J. A. Munroe	"
Assistant General Freight Agent	E. H. Wood	"
" "	Chas. J. Lane	"
General Passenger and Ticket Agent	E. L. Lomax	"
General Baggage Agent	A. Traynor	Council Bluffs.
Land Commissioner	B. A. McAllaster	Omaha.

PROPERTY OPERATED.

Name.	Terminals.		Miles for each road named.	Miles for each class of roads named.
	From	To		
The Union Pacific Rly.—main line:				
Union division	Council Bluffs	Ogden	1,033.46	
Kansas division	Kansas City	Denver	639.52	
Cheyenne division	Denver (Jersey)	Cheyenne	104.10	
Branches and spurs:				1,777.08
Leavenworth branch	Leavenworth	Lawrence Junction	31.63	
Wyandotte spur	Wyandotte	Armstrong	2.08	
Enterprise spur	Detroit	Enterprise	1.95	
Broadway branch	Council Bluffs (Broadway)	Jct. with main line	1.72	
Initial Point branch	Omaha (bridge jct.)	Old initial point	3.95	
Almy branch	Almy Junction	Mine No. 7	3.88	
				45.21
Total mileage operated				1,822.29
Total mileage operated, Kan.				480.53

The Laramie, North Park & Pacific railroad, Laramie, Wyo., to Soda Lakes, Wyo., 13.36 miles, included in previous reports as a portion of the Union Pacific railway, was not during the year operated by the latter—was not operated at all—though a portion of its tracks at Laramie was used by the Union Pacific railway for yard purposes during parts of the year.

Thirty hundredths of a mile of tracks at Leavenworth, Kan., heretofore included in the Leavenworth branch, is this year reported by the Kansas Central Rld. Co., and is omitted from this report.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896.		Assets.	June 30, 1897.		Year ending June 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	$155,461,193 97	Cost of road and equipment		$155,450,741 43		$10,452 54
	19,667,712 82	Stocks owned		17,868,360 82		1,799,352 00
	30,231,181 29	Bonds owned		29,719,961 12		511,220 17
	5,737,863 41	Other permanent investments		5,746,271 18	$8,407 77	
	1,793,817 31	Receivers, Union Pacific Rly. Co., property account		3,737,687 37	1,943,870 06	
	1,864,996 85	Receivers, Union Pacific system				1,864,996 85
	6,262,446 34	Land contracts and land cash in the hands of the trustees		6,375,937 05	113,490 71	
	2,873,645 98	Securities of auxiliary companies held as collateral (see liabilities)		2,868,360 28		5,285 70
	11,643,341 55	Cash and current assets		12,061,454 88	418,113 33	
	3,602,685 06	Sinking fund		4,261,773 49	659,088 43	
	618,710 97	Receivers, United States earnings		306,229 15		312,481 82
	$239,757,595 55	Grand totals		$238,396,776 77		$1,360,818 78
		Liabilities.				
	$60,868,500 00	Capital stock		$60,868,500 00		
	133,739,438 48	Funded debt		132,508,245 97		$1,231,192 51
	6,509,211 29	Current liabilities		7,187,174 87	$677,963 58	
	548,439 14	Accrued interest on funded debt not yet payable		619,708 29	71,269 15	
	2,888,645 98	Securities of auxiliary companies held as collateral (see assets)		2,878,635 28		10,010 70
		Profit and loss:				
$7,127,344 38		General income	$4,952,139 13			
10,600,378 48		Income used for sinking funds	11,188,647 08			
24,021,372 92		Land and trust income	24,085,677 50			
$41,749,095 78			$40,226,463 71			
6,545,735 12						
	35,203,360 66	Less deficit of United States requirements compared with interest on United States bonds	5,891,951 35	34,334,512 36		868 848 30
	$239,757,595 55	Grand totals		$238,396,776 77		$1,360,818 78

IMPORTANT CHANGES DURING THE YEAR.

The line of the Laramie, North Park & Pacific Rld., 13.36 miles, included in reports for previous years as leased to this company and operated as a part of the Union division, is omitted from this report. The line was leased to the company from July 1 to December 31, 1896, but was not operated, a portion only of its tracks at Laramie being used for yard purposes only.

The .30 mile of track at Leavenworth, Kan., heretofore reported by this company as a part of the Leavenworth branch, is this year reported by the Kansas Central Rld. and is omitted from this report.

The funded debt has been reduced as follows:

Sinking fund bonds, U. D	$1,000
Collateral trust bonds, U. D	123,000
Collateral trust notes	78,000
Equipment trust bonds	357,000
Total	$559,000
Deduct collateral trust notes (*a*)	183,000
Total	$376,000

The collateral trust notes were held by the trustees under the Kansas Pacific consolidated mortgage, and have heretofore been deducted from the funded debt statement. As the trustees have sold the notes during the current year, they have been included in the funded debt in this report.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

With Pacific Express Company, dated January 19, 1886.

Pullman sleeping and parlor cars are run on the lines of this company, which owns a three-fourths interest in the equipment, under contract with Pullman's Palace Car Company, dated February 1, 1889. The Union Pacific Rly. Co.'s dining cars are operated by Pullman's Palace Car Company under contracts dated August 1, 1889, December 21, 1895, and May 1, 1896.

With Chicago & Northwestern Rly. Co., dated October 18, 1889, and November 23, 1895.

With Chicago, Kansas & Nebraska Rly. Co., dated March 19, 1887.

With Chicago, Rock Island & Pacific Rly. Co. and Chicago, Kansas & Nebraska Rly. Co., dated April 10, 1889.

With Colorado Central Rld. Co., dated March 14, 1890.

With Southern Pacific Company, dated April 12 and October 17, 1890.

With Omaha & Republican Valley Rly. Co., Salina & Southwestern Rly. Co., Chicago, Rock Island & Pacific Rly. Co., and Chicago, Kansas & Nebraska Rly. Co., contract dated May 1, 1890.

With Chicago, Milwaukee & St. Paul Rly. Co., dated April 30, 1890.

With Missouri Pacific Rly. Co., dated May 2, 1892.

With Chicago & Alton Rld. Co., Chicago & Northwestern Rly. Co., Atchison, Topeka & Santa Fe Rld. Co., Oceanic Steamship Company, and Union Steamship Company, contracts dated August 29, 1893, and August 12, 1896.

With receivers Union Pacific, Denver & Gulf Rly. Co., dated April 2, April 19, May 1, May 18, November 10, 1894, June 12, August 1, 1895, and June 13, 1896.

With receiver Oregon Rly. & Navigation Co., effective July 4, 1894.

With St. Joseph & Grand Island Rld. Co., and Kansas City & Omaha Rld. Co., arrangement ordered by U. S. circuit court, dated December 11, 1895.

With Pacific Mail Steamship Company, Occidental & Oriental Steamship Company, Southern Pacific Company, and Chicago & Northwestern Rly. Co., contract dated December 1, 1896.

With Chicago, Burlington & Quincy Rld. Co., dated January 27, 1897.

ANNUAL REPORT OF THE

Junction City & Fort Kearney Railway Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: Junction City & Fort Kearney Rly. Co.
Date of organization: July 10, 1871.
Organized under general railroad laws of Kansas.

ORGANIZATION.

Directors.	Address.	Expiration of term.
Oliver Ames	Boston	May 3, 1898.
E. Ellery Anderson	New York	
S. H. H. Clark	Omaha	
H. P. Dillon	Topeka	
N. H. Loomis	"	
Oliver W. Mink	Boston	
A. L. Williams	Topeka	

Number of stockholders at date of last election: 19.
Last meeting of stockholders for election of directors: May 19, 1897.
Post-office address of general office: Boston, Mass.
Post-office address of operating office: Omaha, Neb.

OFFICERS.

Title.	Name.	Location.
Receivers	S. H. H. Clark	Omaha.
	Oliver W. Mink	Boston.
	E. Ellery Anderson	New York.
	John W. Doane	Chicago.
	Frederic R. Coudert	New York.
President	S. H. H. Clark	Omaha.
First Vice-President	Edwin F. Atkins	Boston.
Second Vice-President	Oliver W. Mink	"
Secretary	Alex. Millar	"
Treasurer	James G. Harris	"
General Solicitor	W. R. Kelly	Omaha.
General Counsel	John F. Dillon	New York.
Comptroller	Oliver W. Mink	Boston.
Assistant Comptroller	Alex. Millar (for Receivers)	"
Auditor	Erastus Young	Omaha.
General Manager	E. Dickinson	"
Chief Engineer	Geo. H. Pegram	"
General Superintendent	J. O. Brinkerhoff	Kansas City.
Superintendent	A. T. Palmer	"
Superintendent Car Service	E. Buckingham	Omaha.
Superintendent of Telegraph	L. H. Korty	"
Freight Traffic Manager	J. A. Munroe	"
Assistant General Freight Agent	E. H. Wood	"
Assistant General Freight Agent	Chas. J. Lane	"
General Passenger and Ticket Agent	E. L. Lomax	"
General Baggage Agent	A. Traynor	Council Bluffs.
Land Commissioner	B. A. McAllaster	Omaha.

PROPERTY OPERATED.

Name.	Terminals.		Miles for each road named.	Miles for each class of roads named.
	From	To		
Junction City & Fort Kearney Rly.—main mine	Junction City, Kan.	Concordia, Kan.	70.86	70.86
Branches and spurs	Lawrenceburg, Kan.	Belleville, Kan.	17.15	17.15
Total mileage operated				88.01

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897.	
			Increase.	Decrease.
$2,217,548 72	Cost of road	$2,217,548 72	.....	.....
.....	Cash and current assets	27,683 34	$27,683 34	.....
1,218,261 09	Profit and loss	1,220,956 11	2,659 02	.....
$3,435,809 81	Grand totals	$3,466,188 17	$30,378 36	.....
	Liabilities.			
$1,056,100 00	Capital stock	$1,056,100 00	.....	.....
1,141,000 00	Funded debt	1,141,000 00	.....	.....
1,221,022 31	Current liabilities	1,251,400 67	$30,378 36	.....
17,687 50	Accrued interest on funded debt not yet payable	17,687 50	.....	.....
$3,435,809 81	Grand totals	$3,466,188 17	$30,378 36	.....

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Pacific Express Company has a contract, dated May 1, 1886.
Rates fixed by statute, for carrying United States mails.
Western Union Telegraph Company has a contract, dated July 1, 1881.

ANNUAL REPORT OF THE

Kansas Central Railroad Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: Kansas Central Rld. Co.
Date of organization: April 13, 1879.
Organized under the general railroad laws of Kansas.
Not a consolidated company.
Chartered May 31, 1871, as the Kansas Central Rly. Co.

ORGANIZATION.

Directors.	Address.	Expiration of term.
Oliver Ames	Boston	May 3, 1898.
E. Ellery Anderson	New York	
S. H. H. Clark	Omaha	
H. P. Dillon	Topeka	
N. H. Loomis	"	
Oliver W. Mink	Boston	
A. L. Williams	Topeka	

Number of stockholders at date of last election: 10.
Last meeting of stockholders for election of directors: May 18, 1897.
Postoffice address of general office: Boston, Mass.
Post-office address of operating office: Omaha, Neb.

OFFICERS.

Title.	Name.	Location.
Receivers	S. H. H. Clark	Omaha.
	Oliver W. Mink	Boston.
	E. Ellery Anderson	New York.
	John W. Doane	Chicago.
	Frederic R. Coudert	New York.
President	S. H. H. Clark	Omaha.
First Vice-President	Edwin F. Atkins	Boston.
Second Vice-President	Oliver W. Mink	"
Secretary	Alex. Millar	"
Treasurer	James G. Harris	"
General Solicitor	W. R. Kelly	Omaha.
General Counsel	John F. Dillon	New York.
Comptroller	Oliver W. Mink	Boston.
Assistant Comptroller	Alex. Millar (for Receivers)	"
Auditor	Erastus Young	Omaha.
General Manager	E. Dickinson	"
Chief Engineer	Geo. H. Pegram	"
General Superintendent	J. O. Brinkerhoff	Kansas City.
Superintendent	A. T. Palmer	"
Superintendent Car Service	E. Buckingham	Omaha.
Superintendent of Telegraph	L. H. Korty	"
Freight Traffic Manager	J. A. Munroe	"
Assistant General Freight Agent	E. H. Wood	"
Assistant General Freight Agent	Chas. J. Lane	"
General Passenger and Ticket Agent	E. L. Lomax	"
General Baggage Agent	A. Traynor	Council Bluffs.
Land Commissioner	B. A. McAllaster	Omaha.

PROPERTY OPERATED.

Name.	Terminals.		Miles for each road named.	Miles for each class of roads named.
	From	To		
Kansas Central Rld.—main line..	Leavenworth, Kan....	Miltonvale, Kan.....	.....	165.65
Operated under trackage rights—				
Atchison, Topeka & Santa Fe Rld.	At Valley Falls, Kan. (Used jointly by Kansas Central Rld. and A. T. & S. F. Rld)....	.....	.57	
Leavenworth Depot & Rld. Co...	At Leavenworth, Kan.	.....	.17	.74
Total mileage operated.... ..	.....	.....		166.39

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897.	
			Increase.	Decrease.
$2,551,832 15	Cost of road.....	$2,551,832 15	.....	.....
67,228 24	Cost of equipment	67,427 19	$198 95	.....
250 00	Stocks owned	250 00	.....	.....
2,357,844 37	Profit and loss	2,464,907 23	107,062 86	.....
$4,977,154 76	Grand totals	$5,084,416 57	$107,261 81	.....
	Liabilities.			
$1,348,000 00	Capital stock.....	$1,348,000 00	.....	.....
1,346,000 00	Funded debt	1,346,000 00	.....	.....
2,262,964 76	Current liabilities	2,370,226 57	$107,261 81	.....
20,190 00	Accrued interest on funded debt not yet payable	20,190 00	.....	.....
$4,977,154 76	Grand totals	$5,084,416 57	$107,261 81	.....

IMPORTANT CHANGES DURING THE YEAR.

The mileage reported includes .30 mile at Leavenworth, reported in previous years by the Union Pacific Rly. Co. (Leavenworth Branch); also .17 mile at Leavenworth, over which this company has trackage rights, of line belonging to the Leavenworth Depot & Rly. Co., and not previously reported by this company.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Pacific Express Co. has a contract dated May 1, 1886.
Rates for carrying mails are fixed by the postmaster-general.
Western Union Telegraph Co. has a contract dated July 1, 1881.

ANNUAL REPORT OF THE

Omaha & Republican Valley Railway Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: Omaha & Republican Valley Rly. Co.

Date of organization: February 3, 1887.

Organized under the general railroad laws of Nebraska and Kansas.

This road was formed by a consolidation of the following: Omaha & Republican Valley Rly. Co., of Nebraska, incorporated June 26, 1886, under general railroad laws of Nebraska, and Blue Valley Rly. Co., of Kansas, incorporated July 3, 1886, under general railroad laws of Kansas.

This road was consolidated February 3, 1887, under the general railroad laws of Kansas and Nebraska.

ORGANIZATION.

Directors.	Address.	Expiration of term.
Oliver Ames	Boston, Mass.	January 5, 1898.
E. Ellery Anderson	New York, N. Y.	
Edwin F. Atkins	Boston, Mass.	
S. H. H. Clark	Omaha, Neb.	
F. R. Coudert	New York, N. Y.	
John W. Doane	Chicago, Ill.	
Oliver W. Mink	Boston, Mass.	

Number of stockholders at date of last election: 10.

Last meeting of stockholders for election of directors: January 6, 1897.

Post-office address of general office: Boston, Mass.

Post-office address of operating office: Omaha, Neb.

OFFICERS.

Title.	Name.	Location.
Receivers	S. H. H. Clark	Omaha.
	Oliver W. Mink	Boston.
	E. Ellery Anderson	New York.
	John W. Doane	Chicago.
	Frederic R. Coudert	New York.
President	S. H. H. Clark	Omaha.
First Vice-President	Edwin F. Atkins	Boston.
Second Vice-President	Oliver W. Mink	"
Secretary	Alex. Millar	"
Treasurer	James G. Harris	"
General Solicitor	W. R. Kelly	Omaha.
General Counsel	John F. Dillon	New York.
Comptroller	Oliver W. Mink	Boston.
Assistant Comptroller	Alex. Millar (for Receivers)	"
Auditor	Erastus Young	Omaha.
General Manager	E. Dickinson	"
Chief Engineer	Geo. H. Pegram	"
General Superintendent	P. J. Nichols	"
Superintendent	R. R. Sutherland	"
Superintendent	J. A. Foley	Lincoln.
Superintendent Car Service	E. Buckingham	Omaha.
Superintendent of Telegraph	L. H. Korty	"
Freight Traffic Manager	J. A. Munroe	"
Assistant General Freight Agent	E. H. Wood	"
Assistant General Freight Agent	Chas. J. Lane	"
General Passenger and Ticket Agent	E. L. Lomax	"
General Baggage Agent	A. Traynor	Council Bluffs.
Land Commissioner	B. A. McAllaster	Omaha.

PROPERTY OPERATED.

Name.	Terminals.		Miles for each road named.	Miles for each class of roads named.
	From	To		
Omaha & Republican Valley Rly. —main line	Valley, Neb.	Manhattan, Kan.	189.01	
	Columbus, Neb.	Norfolk, Neb.	50.37	
	Grand Island, Neb.	Ord, Neb.	60.77	300.15
Branches and spurs	Valparaiso, Neb.	Stromsburg, Neb.	53.30	
	Oconee, Neb.	Albion, Neb.	34.54	
	Genoa, Neb.	Cedar Rapids, Neb.	30.55	
	St. Paul, Neb.	Loup City, Neb.	39.40	
	Brelus, Neb.	Pleasanton, Neb.	22.06	
	Scotia Junction, Neb.	Scotia, Neb.	1.37	
	Blue Springs Jct., Neb.	Blue Springs, Neb.	.67	181.89
Total mileage operated				482.04

IMPORTANT CHANGES DURING THE YEAR.

The line from Grand Island to Ord, reported as "main line" in operating table, has been treated in previous reports as a branch.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Pacific Express Company has a contract, dated May 1, 1886.

Rates for carrying United States mails fixed by postmaster-general, under statute.

Have a contract with the Union Pacific Rly. Co., Salina & Southwestern Rly. Co., Chicago Rock Island & Pacific Rly. Co., Chicago, Kansas & Nebraska Rly. Co., dated May 1, 1890.

Western Union Telegraph Company has a contract, dated July 1, 1881.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896.		Assets.	June 30, 1897.		Year ending June 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
.....	$8,656,588 55	Cost of road and equipment	.....	$8,656,588 55	.....	.....
.....	13,154 12	Other permanent investments	.....	13,154 12	.....	.....
.....	104,226 58	Cash and current assets	.....	159,921 57	$55,694 99	.....
.....	157,119 52	Sinking fund	.....	157,458 27	338 75	.....
$4,015,098 30	.....	Profit and loss	$4,308,539 98			
190,262 68	.....	Less income for company sinking fund	211,508 10			
	3,824,835 62			4,097,031 88	272,196 26	.....
.....	$12,755,924 39	Grand totals	.....	$13,084,154 39	$328,230 00	.....
		Liabilities.				
.....	$2,420,550 00	Capital stock	.....	$2,420,550 00	.....	.....
.....	5,941,000 00	Funded debt	.....	5,941,000 00	.....	.....
.....	4,331,724 39	Current liabilities	.....	4,659,954 39	$328,230 00	.....
.....	62,650 00	Accrued interest on funded debt not yet payable	.....	62,650 00	.....	.....
.....	$12,755,924 39	Grand totals	.....	$13,084,154 39	$328,230 00	.....

ANNUAL REPORT OF THE

Salina & Southwestern Railway Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: Salina and Southwestern Rly. Co.

Date of organization: December 21, 1880.

Organized under the general railroad laws of Kansas, chapter 23 of Compiled Laws of 1879.

The following were consolidated into the Salina & Southwestern Rly. Co. December 21, 1880: Salina & Southwestern Rly. Co., incorporated in Kansas December 18, 1879; Kansas & Southwestern Rly. Co., incorporated in Kansas July 15, 1879.

ORGANIZATION.

Directors.	Address.	Expiration of term.
Oliver Ames	Boston	May 3, 1898.
E. Ellery Anderson	New York	
S. H. H. Clark	Omaha	
H. P. Dillon	Topeka	
N. H. Loomis	"	
Oliver W. Mink	Boston	
A. L. Williams	Topeka	

Number of stockholders at date of last election: 9.

Last meeting of stockholders for election of directors: May 4, 1897.

Post-office address of general office: Boston, Mass.

Post-office address of operating office: Omaha, Neb.

OFFICERS.

Title.	Name.	Location.
Receivers	S. H. H. Clark	Omaha.
	Oliver W. Mink	Boston.
	E. Ellery Anderson	New York.
	John W. Doane	Chicago.
	Frederic R. Coudert	New York.
President	S. H. H. Clark	Omaha.
First Vice-President	Edwin F. Atkins	Boston.
Second Vice-President	Oliver W. Mink	"
Secretary	Alex. Millar	"
Treasurer	James G. Harris	"
General Solicitor	W. R. Kelly	Omaha.
General Counsel	John F. Dillon	New York.
Comptroller	Oliver W. Mink	Boston.
Assistant Comptroller	Alex. Millar (for Receivers)	"
Auditor	Erastus Young	Omaha.
General Manager	E. Dickinson	"
Chief Engineer	Geo. H. Pegram	"
General Superintendent	J. O. Brinkerhoff	Kansas City.
Superintendent	A. T. Palmer	" "
Superintendent of Car Service	E. Buckingham	Omaha.
Superintendent of Telegraph	L. H. Korty	"
Freight Traffic Manager	J. A. Munroe	"
Assistant General Freight Agents	E. H. Wood	"
	Chas. J. Lane	"
General Passenger and Ticket Agent	E. L. Lomax	"
General Baggage Agent	A. Traynor	Council Bluffs.
Land Commissioner	B. A. McAllaster	Omaha.

PROPERTY OPERATED

Name.	Terminals.		Miles for each road named.	Miles for each class of roads named.
	From	To		
Salina & Southwestern Rly.—main line	Salina, Kan.	McPherson, Kan.		35.46

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897.	
			Increase.	Decrease.
$838,034 89	Cost of road	$838,034 89		
9,136 42	Cash and current assets	12,287 05	$3,150 63	
365,087 30	Profit and loss	394,336 67	29,249 37	
$1,212,258 61	Grand totals	$1,244,658 61	$32,400 00	
	Liabilities.			
$288,400 00	Capital stock	$288,400 00		
540,000 00	Funded debt	540,000 00		
373,058 61	Current liabilities	405,458 61	$32,400 00	
10,800 00	Accrued interest on funded debt not yet payable	10,800 00		
$1,212,258 61	Grand totals	$1,244,658 61	$32,400 00	

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Pacific Express Company has a contract, dated May 1, 1886.

Rates fixed by statute for carrying United States mails.

Have a contract with the Union Pacific Rly. Co., Omaha & Republican Valley Rly. Co., Chicago, Kansas & Nebraska Rly. Co., Chicago, Rock Island & Pacific Rly. Co., dated May 1, 1890.

Western Union Telegraph Company has a contract, dated July 1, 1881.

ANNUAL REPORT OF

The Solomon Railroad Company.

For the Year Ending June 30, 1897.

HISTORY.

Name: Solomon Rld. Co.
Date of organization: August 13, 1877.
Organized under laws of Kansas.

ORGANIZATION.

Directors.	Address.	Expiration of term.
Oliver Ames	Boston	May 3, 1898.
E. Ellery Anderson	New York	
S. H. H. Clark	Omaha	
H. P. Dillon	Topeka	
N. H. Loomis	"	
Oliver W. Mink	Boston	
A. L. Williams	Topeka	

Number of stockholders at date of last election: 25.
Last meeting of stockholders for election of directors: May 4, 1897.
Post-office address of general office: Boston, Mass.
Post-office address of operating office: Omaha, Neb.

OFFICERS.

Title.	Name.	Location.
Receivers	S. H. H. Clark	Omaha.
	Oliver W. Mink	Boston.
	E. Ellery Anderson	New York.
	John W. Doane	Chicago.
	Frederic R. Coudert	New York.
President	S. H. H. Clark	Omaha.
First Vice-President	Edwin F. Atkins	Boston.
Second Vice-President	Oliver W. Mink	"
Secretary	Alex Millar	"
Treasurer	James G. Harris	"
General Solicitor	W. R. Kelly	Omaha.
General Counsel	John F. Dillon	New York.
Comptroller	Oliver W. Mink	Boston.
Assistant Comptroller	Alex Millar (for Receivers)	"
Auditor	Erastus Young	Omaha.
General Manager	E. Dickinson	"
Chief Engineer	Geo. H. Pegram	"
General Superintendent	J. O. Brinkerhoff	Kansas City, Mo.
Superintendent	A. T. Palmer	"
Superintendent Car Service	E. Buckingham	Omaha.
Superintendent of Telegraph	L. H. Korty	"
Freight Traffic Manager	J. A. Munroe	"
Assistant General Freight Agent	E. H. Wood	"
Assistant General Freight Agent	Chas. J. Lane	"
General Passenger and Ticket Agent	E. L. Lomax	"
General Baggage Agent	A. Traynor	Council Bluffs.
Land Commissioner	B. A. McAllaster	Omaha.

PROPERTY OPERATED.

Name.	Terminals.		Miles for each road named.	Miles for each class of roads named.
	From	To		
Solomon Rld.—main line.....	Solomon, Kan.....	Beloit, Kan.....	.....	56.83

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897.	
			Increase.	Decrease.
$1,705,890 98	Cost of road.....	$1,705,890 98	.....	.....
94,826 39	Cash and current assets	133,150 99	$38,324 60	.....
100,502 63	Profit and loss.....	96,678 03	.....	$3,824 60
$1,901,220 00	Grand totals.....	$1,935,720 60	$34,500 00	.....
	Liabilities.			
$1,108,850 00	Capital stock.....	$1,108,850 00	.....	.....
575,000 00	Funded debt	575,000 00	.....	.....
211,620 00	Current liabilities.....	246,120 00	$34,500 00	.....
5,750 00	Accrued interest on funded debt not yet payable.....	5,750 00	.....	.....
$1,901,220 00	Grand totals.....	$1,935,720 00	$34,500 00	.....

IMPORTANT CHANGES DURING THE YEAR.

Mileage decreased by removal of .21 mile of track at Solomon.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Pacific Express Company has a contract dated May 1, 1886.
Rates fixed by statute for carrying United States mails.
Western Union Telegraph Company has a contract dated July 1, 1881.

ANNUAL REPORT OF THE

Union Pacific, Lincoln & Colorado Railway Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: Union Pacific, Lincoln & Colorado Rly. Co.
Date of organization: August 1, 1888.
Organized under laws of Kansas and Colorado.

The three following roads were consolidated July 25, 1888, into the Union Pacific, Lincoln & Colorado Rly. Co. (in Kansas), which was consolidated August 1, 1888, with the Union Pacific, Lincoln & Colorado Rly. Co. (in Colorado), incorporated June 1, 1888, forming the present company: Salina, Lincoln & Western Rly. Co., incorporated, Kansas, August 12, 1885; Oakley & Colby Rly. Co., incorporated, Kansas, November 16, 1885; Lincoln & Colorado Rly. Co., incorporated, Kansas, February 15, 1888.

ORGANIZATION.

Directors.	Address.	Expiration of term.
E. Ellery Anderson	New York	August 3, 1893.
S. H. H. Clark	Omaha	
Frederic R. Coudert	New York	
H. P. Dillon	Topeka	
N. H. Loomis	"	
Oliver W. Mink	Boston	
A. L. Williams	Topeka	

Total number of stockholders at date of last election: 8.
Last meeting of stockholders for election of directors: August 4, 1896.
Post-office address of general office: Boston, Mass.
Post-office address of operating office: Omaha, Neb.

OFFICERS.

Title.	Name.	Location.
Receivers	S. H. H. Clark	Omaha.
	Oliver W. Mink	Boston.
	E. Ellery Anderson	New York.
	John W. Doane	Chicago.
	Frederic R. Coudert	New York.
President	S. H. H. Clark	Omaha.
First Vice-President	Oliver W. Mink	Boston.
Secretary	Alex. Millar	"
Treasurer	James G. Harris	"
General Solicitor	W. R. Kelly	Omaha.
General Counsel	John F. Dillon	New York.
Comptroller	Oliver W. Mink	Boston.
Assistant Comptroller	Alex. Millar (for Receivers)	"
Auditor	Erastus Young	Omaha.
General Manager	E. Dickinson	"
Chief Engineer	Geo. H. Pegram	"
General Superintendent	J. O. Brinkerhoff	Kan. City, Mo.
Superintendent	D. C. Bevard	Cheyenne Wells.
Superintendent Car Service	E. Buckingham	Omaha.
Superintendent Telegraph	L. H. Korty	"
Freight Traffic Manager	J. A. Munroe	"
Assistant General Freight Agent	E. H. Wood	"
Assistant General Freight Agent	Chas. J. Lane	"
General Passenger and Ticket Agent	E. L. Lomax	"
General Baggage Agent	A. Traynor	Council Bluffs.
Land Commissioner	B. A. McAllaster	Omaha.

PROPERTY OPERATED.

Name.	Terminals.		Miles for each road named.	Miles for each class of roads named.
	From	To		
Union Pacific, Lincoln & Colorado Rly.—Main line	Salina, Kan.	Oakley, Kan		225.35

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897.	
			Increase.	Decrease.
$6,240,590 05	Cost of road	$6,240,590 05		
614,125 00	Cost of equipment	614,125 00		
25,491 39	Cash and current assets	29,742 72	$4,251 33	
60,834 42	Sinking fund	60,837 13	2 71	
739,326 66	Profit and loss	984,128 67	244,802 01	
$7,680,367 52	Grand totals	$7,929,423 57	$249,056 05	
	Liabilities.			
$2,309,800 00	Capital stock	$2,309,800 00		
4,380,000 00	Funded debt	4,380,000 00		
686,716 22	Current liabilities	905,716 22	$219,000 00	
54,750 00	Accrued interest on funded debt not yet payable	54,750 00		
249,101 30	Income used for sinking fund	279,157 35	30,056 05	
$7,680,367 52	Grand totals	$7,929,423 57	$249,056 05	

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Pacific Express Co. has a contract dated May 1, 1886.
Rates fixed by postmaster-general for carrying United States mails.
Western Union Telegraph Co. has a contract dated July 1, 1881.

ANNUAL REPORT OF

The Wichita & Western Railway,

For the Year Ending June 30, 1897.

HISTORY.

Name: The Wichita & Western Railway.

Date of organization: July 24, 1889.

Organized under the laws of Kansas.

The Wichita & Western Rly. Co., organized May 17, 1883, and the Kingman, Pratt & Western Rly. Co., September 11, 1885, were consolidated under the name of The Wichita & Western Rly. Co., under authority of an act of the legislature of Kansas passed in 1870, chapter 92, section 1, as amended by Laws of 1889, chapter 196, section 1, in effect March 9, 1889.

The road was consolidated by authority of directors and stockholders of respective companies May 9, 1889.

ORGANIZATION.

Directors.	Address.	Expiration of term.
A. F. Walker	New York	October 29, 1897.
E. P. Ripley	Chicago	
C. M. Higginson	"	
J. J. Frey	Topeka	
A. A. Hurd	"	
J. E. Frost	"	
B. T. Lewis	"	
W. B. Jansen	Chicago	
H. A. Dunn	Savannah, Ga.	
A. S. Rankin	Topeka	
C. T. McLellan	"	
D. L. Lakin	"	
C. A. Fellows	"	

Number of stockholders at date of last election: 17.

Last meeting of stockholders for election of directors: October 29, 1896.

Post-office address of general office: Topeka, Kan.

Post-office address of operating office: Topeka, Kan.

OFFICERS.

Title.	Name.	Location.
Receiver	J. H. McEntire	Wichita.
Chairman of the Board	A. F. Walker	New York.
President	E. P. Ripley	Chicago.
Third Vice-President	Paul Morton	"
Secretary and Treasurer	E. Wilder	Topeka.
General Solicitor	E. D. Kenna	Chicago.
General Counsel	Victor Morawetz	New York.
Assistant Secretary	L. C. Deming	"
Assistant Treasurer	H. W. Gardiner	"
Comptroller	J. P. Whitehead	"
General Auditor	H. C. Whitehead	Chicago.
Auditor	I. S. Lauck	Topeka.
Superintendent	D. H. Rhodes	Wichita.
Assistant General Freight Agent	C. R. Hudson	Topeka.
Assistant General Passenger Agent	W. J. Black	"

PROPERTY OPERATED.

Name.	Terminals.		Miles for each road named.	Miles for each class of roads named.
	From	To		
The Wichita & Western Railway — main line	Wichita	Pratt		79.50

Mileage operated June 30, 1896	89.04
Mileage discontinued March 1, 1897, Cullison to Pratt	9.54
Mileage operated June 30, 1897	79.50
Average miles operated during year	85.86

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897.	
			Increase.	Decrease.
$2,733,383 53	Cost of road	$2,687,902 98		$45,480 55
77,530 04	Cost of equipment	77,530 04		
25,975 74	Cash and current assets	66,171 83	$40,196 09	
	Other assets:			
	Materials and supplies	2,459 33	2,459 33	
281 33	Sundries	279 18		2 20
1,106,436 26	Profit and loss	1,212,205 87	105,769 61	
$3,943,606 95	Grand totals	$4,046,549 23	$102,942 28	
	Liabilities.			
$1,035,000 00	Capital stock	$1,035,000 00		
1,747,000 00	Funded debt	1,747,000 00		
1,152,496 49	Current liabilities	1,255,832 04	$103,335 55	
9,110 46	Accrued taxes not yet payable	8,717 19		$393 27
$3,943,606 95	Grand totals	$4,046,549 23	$102,942 28	

IMPORTANT CHANGES DURING THE YEAR.

Mileage abandoned March 1, 1897: Cullison to Pratt, 9.54 miles.
Track taken up on order of the court dated December 8, 1896: 29.89 miles.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

Wells, Fargo & Co.'s express pays a certain percentage of its gross earnings from business carried over this company's line, and guarantees to the railway company that such percentage shall not be less than a fixed amount per annum.

This company provides the cars, pays cost of maintenance of same, receives and delivers the United States mails at terminal offices and delivers the mails into and takes them from all intermediate offices located not over 80 rods from points at which trains make regular stops. The compensation is based on weight of mails, speed of trains, etc., as provided by law.

LINES OF ROAD SUBSIDIARY TO AND OPERATED BY OTHER COMPANIES.

ANNUAL REPORT OF THE

Atchison, Colorado & Pacific Railroad Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: Atchison, Colorado & Pacific Rld. Co.
Date of organization: June 23, 1879.
Organized under the laws of Kansas.

This company was formed by a consolidation of the following companies June 23, 1879, under the laws of Kansas: Waterville & Washington Rld. Co., incorporated April 6, 1876; Republican Valley Rly. Co., incorporated November 1, 1876; Atchison, Solomon Valley & Denver Rly. Co., incorporated August 3, 1877; Atchison, Republican Valley & Pacific Rly. Co., incorporated May 15, 1877; Atchison & Denver Rly. Co., incorporated December 23, 1878.

The road of this company is operated by the Missouri Pacific Rly. Co., for account of the receivers of the Central Branch Union Pacific Rld. Co., lessee.

ORGANIZATION.

Directors.	Address.	Expiration of term.
Oliver Ames (deceased)	Boston	Date of next electi'n
Oliver Ames, second	"	
E. Ellery Anderson	New York	
Edwin F. Atkins	Boston	
Samuel Carr	"	
S. H. H. Clark	Omaha	
Frederic R. Coudert	New York	
John W. Doane	Chicago	
H. P. Dillon	Topeka	
George J. Gould	New York	
N. H. Loomis	Topeka	
Oliver W. Mink	Boston	
A. L. Williams	Topeka	

Number of stockholders at date of last election: 63.
Last meeting of stockholders for election of directors: October 10, 1894.
Post-office address of general office: Boston, Mass.

OFFICERS.

Title.	Name.	Location.
Receivers	S. H. H. Clark	Omaha.
	Oliver W. Mink	Boston.
	E. Ellery Anderson	New York.
	John W. Doane	Chicago.
	Frederic R. Coudert	New York.
President	S. H. H. Clark	Omaha.
First Vice-President	Edwin F. Atkins	Boston.
Second Vice-President	Oliver W. Mink	"
Secretary	Alex. Millar	"
Treasurer	James G. Harris	"
General Solicitor	W. R. Kelly	Omaha.
General Counsel	John F. Dillon	New York.
Comptroller	Oliver W. Mink	Boston.
Assistant Comptroller	Alex. Millar (for Receivers)	"
Auditor	Erastus Young	Omaha.

CONTRACTS, AGREEMENTS, ETC.

Agreement of lease to Central Branch Union Pacific Rld. Co., dated December 29, 1879.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896.		Assets.	June 30, 1897.		Year ending June 30, 1897.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
	$5,595,496 75	Cost of road and equipment		5,595,496 75		
	863,008 48	Cash and current assets		1,116,508 48	$253,500 00	
	$6,458,505 23	Grand totals		$6,712,005 23	$253,500 00	
		Liabilities.				
$1,351,700 00		Capital stock	$1,351,700 00			
170,700 00		Stock of constituent companies	170,700 00			
	$1,522,400 00			$1,522,400 00		
	4,070,000 00	Funded debt		4,070,000 00		
	675,255 00	Current liabilities		919,455 00	$244,200 00	
	40,700 00	Accrued interest on funded debt not yet payable		40,700 00		
	150,150 23	Profit and loss		159,450 23	9,300 00	
	$6,458,505 23	Grand totals		$6,712,005 23	$253,500 00	

ANNUAL REPORT OF THE

Atchison, Jewell County & Western Railroad Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: The Atchison, Jewell County & Western Rld. Co.

Date of organization: July 5, 1879.

Organized under the general corporation laws of the state of Kansas by articles of association filed in the office of the secretary of state of Kansas, July 5, 1879.

The road of this company is operated by the Missouri Pacific Rly. Co. for account of the Central Branch Union Pacific Rld. Co., lessee.

ORGANIZATION.

Directors.	Address.	Expiration of term.
Oliver Ames (deceased)	Boston	Date of next election.
Oliver Ames, second	"	
Edwin F. Atkins	"	
E. Ellery Anderson	New York	
S. H. H. Clark	Omaha	
Frederic R. Coudert	New York	
John W. Doane	Chicago	
H. P. Dillon	Topeka	
George J. Gould	New York	
N. H. Loomis	Topeka	
Oliver W. Mink	Boston	
Alex. E. Orr	New York	
A. L. Williams	Topeka	

Number of stockholders at date of last election: 100.

Last meeting of stockholders for election of directors: November 9, 1894.

Post-office address of general office: Boston, Mass.

Post-office address of operating office: None.

OFFICERS.

Title.	Name.	Location.
Receivers	S. H. H. Clark	Omaha.
	Oliver W. Mink	Boston.
	E. Ellery Anderson	New York.
	John W. Doane	Chicago.
	Frederic R. Coudert	New York.
President	S. H. H. Clark	Omaha.
First Vice-President	Edwin F. Atkins	Boston.
Second Vice-President	Oliver W. Mink	"
Secretary	Alex. Millar	"
Treasurer	James G. Harris	"
General Solicitor	W. R. Kelly	Omaha.
General Counsel	J. F. Dillon	New York.
Comptroller	Oliver W. Mink	Boston.
Assistant Comptroller	Alex. Millar (for Receivers)	"
Auditor	Erastus Young	Omaha.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897.	
			Increase.	Decrease.
$744,400 00	Cost of road	$744,400 00	.....	.....
117,057 92	Cash and current assets	150,932 92	$33,875 00	.....
$861,457 92	Grand totals	$895,332 92	$33,875 00	.....
	Liabilities.			
$202,400 00	Capital stock	$202,400 00	.....	.....
542,000 00	Funded debt	542,000 00	.....	.....
89,820 00	Current liabilities	122,340 00	$32,520 00	.....
5,420 00	Accrued interest on funded debt not yet payable	5,420 00	.....	.....
21,817 92	Profit and loss	23,172 92	1,355 00	.....
$861,457 92	Grand totals	$895,332 92	$33,875 00	.....

CONTRACTS, AGREEMENTS, ETC.

Agreement of lease to Central Branch Union Pacific Rld. Co., dated December 29, 1879.

ANNUAL REPORT OF

The Kansas & Colorado Pacific Railway Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: The Kansas & Colorado Pacific Rly. Co.

Date of organization: December 27, 1890, by articles of consolidation filed in the office of the secretary of state of the state of Kansas.

Organized under the laws of the state of Kansas by authority of act of the legislature of the state of Kansas, approved February 27, 1889, Session Laws, Kansas, 1889, chapter 196, p. 290, General Statutes of Kansas, 1889, ¶ 1268.

The constituent companies of the consolidation forming The Kansas & Colorado Pacific Rly. Co. are 12 in number, each formed by articles of association filed in the office of the secretary of state of the state of Kansas on the dates set against the name of each company as below stated, viz:

The Council Grove, Osage City & Ottawa Rly. Co., January 13, 1886.

Topeka, Salina & Western Rld. Co., November 23, 1880.

The Missouri Pacific Rly. Co. in Kansas, September 17, 1885.

The Kansas & Colorado Rld. Co., January 6, 1883.

Denver, Memphis & Atlantic Rly. Co., October 11, 1893, and amendments to this charter filed November 17, 1884, and January, 1886.

The Council Grove, Smoky Valley & Western Rly. Co., June 8, 1886.

Kansas, Nebraska & Dakota Rly. Co., August 14, 1885.

Salina, Sterling & El Paso Rld. Co., December 17, 1883.

The Wichita & Colorado Rly. Co., June 7, 1885, and amendment filed April 29, 1886.

The Verdigris Valley, Independence & Western Rld. Co., May 6, 1885.

The Grouse Creek Rly. Co., April 2, 1887.

The Interstate Rly. Co., itself a consolidated company, formed by articles of consolidation filed in the office of the secretary of state of the state of Kansas, July 3, 1890, the constituent companies of said consolidation being The St. Louis & Emporia Rld. Co., which was formed by articles of association filed in the office of the secretary of state of the state of Kansas, February 2, 1886, and The Interstate Rld. Co., which was formed by articles of association filed in the office of the secretary of state of the state of Kansas, August 7, 1881.

CONSOLIDATION BY PURCHASE.

Conveyance to The Kansas & Colorado Pacific Rly. Co., by deed dated July 1, 1891, of the railroad owned by the Ft. Scott, Wichita & Western Rly. Co. (organized under the general railroad law of Kansas, July 20, 1887.)

Date of consolidation: December 27, 1890.

The road of this company is operated by the Missouri Pacific Rly. Co.

ORGANIZATION.

Directors.	Address.	Expiration of term.
Geo. J. Gould	195 Broadway, New York city	May, 1898.
S. H. H. Clark	Sixth and Locust sts., St. Louis	
C. G. Warner	" "	
C. E. Benton	Ft. Scott	
J. H. Richards	"	
Geo. O. Bacon	"	
A. H. Webb	Wichita	

Number of stockholders at date of last election: 156.

Last meeting of stockholders for election of directors: May 20, 1897.

Post-office address of general office: Fort Scott, Kan., and New York city (financial).

OFFICERS.

Title.	Name.	Location.
President	Geo. J. Gould	New York city.
Vice-President	S. H. H. Clark	St. Louis.
Secretary and Treasurer	A. H. Calef	New York city.
Assistant Secretary	J. H. Richards	Ft. Scott, Kan.
Assistant Treasurer	D. S. H. Smith	St. Louis.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897.	
			Increase.	Decrease.
$49,030,100 00	Cost of road	$49,030,100 00	.....	.....
1 00	Stocks owned	1 00	.....	.....
13,433 33	Cash and current assets	13,433 33	.....	.....
1,902,000 00	Sundries	1,775,500 00	.....	$126,500 00
7,830,399 00	Profit and loss	9,294,119 00	$1,463,720 00	.....
$58,775,933 33	Grand totals	$60,113,153 33	$1,357,220 00	.....
	Liabilities.			
$25,498,100 00	Capital stock	$25,498,100 00	.....	.....
23,532,000 00	Funded debt	23,532,000 00	.....	.....
7,742,138 34	Current liabilities	9,205,858 34	$1,463,720 00	.....
101,694 99	Accrued interest on funded debt not yet payable	101,694 99	.....	.....
1,902,000 00	Other liabilities	* 1,775,500 00	.....	$126,500 00
$58,775,933 33	Grand totals	$60,113,153 33	$1,337,220 00	.....

* The amount, $1,775,500, represents the amount of unexchanged capital stock of constituent lines, which, upon application, will be taken up by the issue of capital stock of this company now held in the treasury for that purpose.

CONTRACTS, AGREEMENTS, ETC.

See the Missouri Pacific Rly. Co.'s report, page 78.

ANNUAL REPORT OF THE

Kansas City & Pacific Railway Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: Kansas City & Pacific Railway Company.

Date of organization: Chartered July 13, 1886; acquired by purchase, August 1, 1887, the road of the Parsons & Pacific Rld. Co. (chartered December 14, 1885). Extended from Coffeyville, Kan., to Parsons, Kan., a distance of 31.25 miles. The extension from Parsons, Kan., to Paola, Kan., was completed by this company in the spring of 1889. The extension from Coffeyville, Kan., to Stevens, I. T., 5.06 miles, was built during 1891, and leased August 1, 1890, for 999 years to the Missouri, Kansas & Texas Rly. Co., which company guarantees interest on bonds.

Organized under the laws of the state of Kansas.

The road of this company is operated by the Missouri, Kansas & Texas Rly. Co.

ORGANIZATION.

Directors.	Address.	Expiration of term.
Henry C. Rouse	New York	April, 1898.
Henry W. Poor	"	
Wm. Dowd	"	
Colgate Hoyt	"	
A. J. Poor	Chapman, Kan.	
C. H. Kimball	Parsons, Kan	
Lee Clark	" "	

Number of stockholders at date of last election: 44.

Last meeting of stockholders for election of directors: April, 1897.

Post-office address of general office: Parsons, Kan.

Post-office address of operating office: St. Louis, Mo.

OFFICERS.

Title.	Name.	Location.
President	Henry W. Poor	New York.
First Vice-President	Wm. Dowd	"
Secretary	S. Halline	"
Treasurer	C. G. Hedge	"
Assistant Secretary and Assistant Treasurer,	C. E. Spooner	Parsons.
General Solicitor	James Hagerman	St. Louis.
General Counsel	Simon Sterne	New York.
General Auditor	Geo. J. Pollock	St. Louis.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897. Increase.	Year ending June 30, 1897. Decrease.
$5,000,000	Cost of road	$5,000,000		
	Liabilities.			
$2,500,000	Capital stock	$2,500,000		
2,500,000	Funded debt	2,500,000		
$5,000,000	Grand total	$5,000,000		

ANNUAL REPORT OF THE

Kansas City & Southwestern Railway Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: Kansas City & Southwestern Rly. Co.

Date of organization: December 24, 1884.

Incorporated under the general railroad law of the state of Kansas—Compiled Laws of Kansas, 1881 (Dassler's edition), chapter 23, article 2, section 6.

The road of this company is operated by the Missouri Pacific Rly. Co.

ORGANIZATION.

Directors.	Address.	Expiration of term.
Geo. J. Gould	195 Broadway, New York city	February, 1898.
S. H. H. Clark	Sixth and Locust sts., St. Louis	
C. G. Warner	Sixth and Locust sts., St. Louis	
B. P. Waggener	Atchison	
Jas. W. Orr	"	
C. M. Rathburn	"	
Jas. W. Waggener	"	

Total number of stockholders at date of last election: 11.

Last meeting of stockholders for election of directors: February 16, 1897.

Post-office addresses of general offices: Kansas City, Kan., and St. Louis, Mo.

OFFICERS.

Title.	Name.	Location.
President	Geo. J. Gould	New York city.
Vice-President	C. G. Warner	St. Louis.
Secretary	F. W. Irland	"
Treasuaer	A. H. Calef	New York city.
Assistant Secretary and Assistant Treasurer	Jas. W. Orr	Atchison.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897. Increase.	Year ending June 30, 1897. Decrease.
$826,000 00	Cost of road	$826,000 00		
313,500 00	Profit and loss	346,500 00	$33,000 00	
$1,139,500 00	Grand totals	$1,172,500 00	$33,000 00	
	Liabilities.			
$276,000 00	Capital stock	$276,000 00		
550,000 00	Funded debt	550,000 00		
313,500 00	Current liabilities	346,500 00	$33,000 00	
$1,139,500 00	Grand totals	$1,172,500 00	$33,000 00	

CONTRACTS, AGREEMENTS, ETC.

See the Missouri Pacific Rly. Co.'s report, page 78.

ANNUAL REPORT OF THE

Kanopolis & Kansas Central Railway Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: Kanopolis & Kansas Central Railway.

Date of organization: October 25, 1886.

Incorporated under the general railroad law of the state of Kansas—Compiled Laws of Kansas, 1881 (Dassler's edition), chapter 23, article 2, section 6.

The road of this company is operated by the Missouri Pacific Rly. Co.

ORGANIZATION.

Directors.	Address.	Expiration of term.
Geo. J. Gould	New York	April, 1898.
C. G. Warner	St. Louis	
J. H. Richards	Ft. Scott	
Ralph Richards	"	
C. E. Benton	"	
A. H. Webb	Wichita	
C. J. Evans	Ellsworth	

Number of stockholders at date of last election: 10.

Last meeting of stockholders for election of directors: April 21, 1897.

Post-office addresses of general offices: Kanopolis, Kan., and St. Louis, Mo.

OFFICERS.

Title.	Name.	Location.
President	Geo. J. Gould	New York.
Vice-President	J. H. Richards	Fort Scott.
Secretary	F. W. Irland	St. Louis.
Treasurer	A. H. Calef	New York.
Assistant Secretary and Assistant Treasurer,	A. H. Webb	Wichita.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897. Increase.	Year ending June 30, 1897. Decrease.
$525,000 00	Cost of road	$525,000 00		
121,500 00	Profit and loss	135,000 00	$13,500 00	
$646,500 00	Grand totals	$660,000 00	$13,500 00	
	Liabilities.			
$300,000 00	Capital stock	$300,000 00		
225,000 00	Funded debt	225,000 00		
121,500 00	Current liabilities	135,000 00	$13,500 00	
$646,500 00	Grand totals	$660,000 00	$13,500 00	

CONTRACTS, AGREEMENTS, ETC.

See the Missouri Pacific Rly. Co.'s report, page 78.

ANNUAL REPORT OF THE

Kansas Southwestern Railway Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: Kansas Southwestern Rly. Co.

Date of organization: November 26, 1886.

Incorporated under the general railroad law of the state of Kansas—Compiled Laws of Kansas, 1881 (Dassler's edition), chapter 23, article 2, section 6.

The road of this company is operated by the Missouri Pacific Rly. Co.

ORGANIZATION.

Directors.	Address.	Expiration of term.
Geo. A. Smith	St. Louis	Hold over until their successors are duly elected and qualified.
M. L. Read	Winfield	
Henry E. Asp	"	
D. J. Thayer	Chariton, Iowa	
J. J. Burns	Chicago	

Number of stockholders at date of last election: 6.

Last meeting of stockholders for election of directors: June 27, 1887.

Post-office addresses of general offices: Belle Plaine, Kan., and St. Louis, Mo.

OFFICERS.

Title.	Name.	Location.
President	J. J. Burns	Chicago.
Vice-President	D. J. Thayer	Chariton, Iowa.
Secretary	W. R. Gray	Winfield.
Treasurer	E. B. Couch	"

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897. Increase.	Year ending June 30, 1897. Decrease.
$769,440 00	Cost of road	$769,440 00		
212,040 00	Profit and loss	234,360 00	$22,320 00	
$981,480 00	Grand totals	$1,003,800 00	$22,320 00	
	Liabilities.			
$397,440 00	Capital stock	$397,440 00		
372,000 00	Funded debt	372,000 00		
212,040 00	Current liabilities	234,360 00	$22,320 00	
$981,480 00	Grand totals	$1,003,800 00	$22,320 00	

CONTRACTS, AGREEMENTS, ETC.

See the Missouri Pacific Rly. Co.'s report, page 78.

ANNUAL REPORT OF THE

Lawrence & Emporia Railway Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: Lawrence & Emporia Rly. Co.
Date of organization: July 19, 1891.
Organized under the laws of Kansas.
A reorganization of the Lawrence & Southwestern Rld. Co., which was organized under the laws of Kansas.

ORGANIZATION.

Directors.	Address.	Expiration of term.
Oliver Ames	Boston	At election of new directors.
Edwin F. Atkins	"	
S. H. H. Clark*	Omaha	
Geo. J. Gould	New York	
H. P. Dillon	Topeka	
N. H. Loomis	"	
A. L. Williams	"	

* Resigned October 20, 1894.

Number of stockholders at date of last election: 8.
Last meeting of stockholders for election of directors: May 1, 1894.
Post-office address of general office: Boston, Mass.

OFFICERS.

Title.	Name.	Location.
President	S. H. H. Clark*	Omaha.
First Vice-President	Edwin F. Atkins	Boston.
Second Vice-President	Oliver W. Mink†	"
Secretary	Alex. Millar	"
Treasurer	James G. Harris	"
General Solicitor	W. R. Kelly	Omaha.
General Counsel	J. F. Dillon	New York.
Comptroller	Oliver W. Mink	Boston.
Auditor	Erastus Young	Omaha.
General Manager	E. Dickinson	"
General Superintendent	J. O. Brinkerhoff	Kansas City, Mo.
Superintendent	A. T. Palmer	" "

* Resigned October 20, 1894. Resignation not yet acted upon.
† Resigned October 11, 1894. Resignation not yet acted upon.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897. Increase.	Year ending June 30, 1897. Decrease.
$985,611 11	Cost of road	$985,611 11		
459,501 50	Profit and loss	487,401 50	$27,900 00	
$1,445,112 61	Grand totals	$1,473,012 61	$27,900 00	
	Liabilities.			
$465,000 00	Capital stock	$465,000 00		
465,000 00	Funded debt	465,000 00		
505,812 61	Current liabilities	533,712 61	$27,900 00	
9,300 00	Accrued interest on funded debt not yet payable	9,300 00		
$1,445,112 61	Grand totals	$1,473,012 61	$27,900 00	

ANNUAL REPORT OF

The Le Roy & Caney Valley Air-Line Railroad Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: The Le Roy & Caney Valley Air-Line Rld. Co.

Date of organization: June 10, 1885.

Incorporated under the general railroad law of the state of Kansas—Compiled Laws of Kansas, 1881 (Dassler's edition), chapter 23, article 2, section 6.

The road of this company is reported by the Missouri Pacific Rly. Co.

ORGANIZATION.

Directors.	Address.	Expiration of term.
Geo. J. Gould	195 Broadway, New York city	June, 1898.
S. H. H. Clark	Sixth and Locust sts., St. Louis	
C. G. Warner	" " " "	
J. H. Richards	Fort Scott, Kan	
C. E. Benton	" "	
A. H. Webb	Wichita, Kan	
W. E. Bon Durant	" "	

Number of stockholders at date of last election: 7.

Last meeting of stockholders for election of directors: June 24, 1897.

Post-office addresses of general offices: Fredonia, Kan., and St. Louis, Mo.

OFFICERS.

Title.	Name.	Location.
President	Geo. J. Gould	New York.
Vice-President	J. H. Richards	Fort Scott.
Secretary	F. W. Irland	St. Louis.
Treasurer	A. H. Calef	New York.
Assistant Secretary and Assistant Treasurer,	J. H. Richards	Fort Scott.

COMPARATIVE GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897.	
			Increase.	Decrease.
$1,060,000 00	Cost of road	$1,060,000 00	.....	.....
13,000 00	Cash and current assets	13,000 00	.....	.....
$1,073,000 00	Grand totals	$1,073,000 00	.....	.....
	Liabilities.			
$540,000 00	Capital stock	$540,000 00	.....	.....
520,000 00	Funded debt	520,000 00	.....	.....
13,000 00	Current liabilities	13,000 00	.....	.....
$1,073 000 00	Grand totals	$1,073,000 00	.....	.....

ANNUAL REPORT OF THE

Rooks County Railroad Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: Rooks County Railroad Company.

Date of organization: March 21, 1886.

Incorporated under the general railroad laws of the state of Kansas—Compiled Laws of Kansas, 1881 (Dassler's edition), chapter 23, article 2, section 6.

The road of this company is operated by the Missouri Pacific Rly. Co.

ORGANIZATION.

Directors.	Address.	Expiration of term.
Geo. J. Gould	195 Broadway, New York city	February, 1898.
S. H. H. Clark	6th and Locust sts., St. Louis	
C. G. Warner	" " "	
D. S. H. Smith	" " "	
B. P. Waggener	4th and Commercial sts., Atchison,	
J. W. Waggener	" " "	
J. W. Orr	" " "	

Number of stockholders at date of last election: 8.

Last meeting of stockholders for election of directors: February 17, 1897.

Post-office addresses of general offices: Atchison, Kan., and St. Louis, Mo.

OFFICERS.

Title.	Name.	Location.
President	Geo. J. Gould	New York city.
Vice-President	C. G. Warner	St. Louis.
Secretary	F. W. Irland	"
Treasurer	A. H. Calef	New York city.
Assistant Secretary and Assistant Treasurer,	James W. Orr	Atchison.

COMPARATIVE GENERAL GENERAL BALANCE SHEET.

June 30, 1896. Total.	Assets.	June 30, 1897. Total.	Year ending June 30, 1897.	
			Increase.	Decrease.
$775,000 00	Cost of road	$775,000 00		
173,250 00	Profit and loss	189,750 00	$16,500 00	
$948,250 00	Grand totals	$964,750 00	$16,500 00	
	Liabilities.			
$500,000 00	Capital stock	$500,000 00		
275,000 00	Funded debt	275,000 00		
173,250 00	Current liabilities	189,750 00	$16,500 00	
$948,250 00	Grand totals	$964,750 00	$16,500 00	

CONTRACTS, AGREEMENTS, ETC.

See the Missouri Pacific Rly. Co.'s report, page 78.

PART III.

STATISTICAL TABLES.

INDEX TO STATISTICAL TABLES.

In all tables which give information as to both main lines and subsidiary lines, the main lines are printed flush and the subsidiary lines are indented.

Each operating road is given a number, and retains that number throughout these tables.

The Commissioners have tried, wherever possible, to give the proportions of railroad operations and results, for Kansas, and have met with a reasonable degree of success. This is especially true of the Kansas gross earnings, operating expenses, and income from operation, as exhibited in table No. 7*a*.

1. Mileage operated, entire line.
1*a*. Mileage by states and territories.
1*b*. Mileage operated in Kansas.
1*c*. Mileage owned in Kansas.
2. Capital stock, entire line.
3. Debt, entire line.
4. Capital stock and debt, entire line, with proportions for Kansas.
5. Cost of road and equipment, and stocks and bonds owned.
6. Current assets and liabilities.
7. Gross earnings, operating expenses, income from operation, income from other sources, deductions from income, net income, dividends, deficit, etc., entire line.
7*a*. Gross earnings, operating expenses, income, and taxes paid, for the state of Kansas.
8. Analysis of operating expenses, entire line.
9. Employees and salaries, entire line.
9*a*. Employees and salaries for the state of Kansas.
10. Passenger and freight traffic, entire line.
10*a*. Passenger and freight traffic for the state of Kansas.
11. Train mileage, entire line.
11*a*. Train mileage for the state of Kansas.
12. Traffic movement, entire line.
13. Description of equipment, entire line.
14. Accidents to persons, entire line, with total for Kansas.
15. Train brakes and automatic couplers, entire line.
16. Consumption of fuel by locomotives, state of Kansas.
17. Renewals of rails and ties, state of Kansas.

TABLE No. 1.—Mileage of Each Road Operated, Entire Line.

Roads.	Line represented by capital stock.								Line of proprietary companies.			
	Main line.				Branches and spurs.							
	Single track	Second track	Yard-track and sidings	Total	Single track	Second track	Yard-track and sidings	Total	Single track	Second track	Yard-track and sidings	Total
1. Atchison, Topeka & Santa Fe	1,595.10	16.02	459.17	2,070.29	2,789.16		410.62	3,199.78	120.56		19.69	140.25
2. Chicago, Burlington & Quincy	830.81	[1]316.75	528.83	1,676.39	4,823.52	1.60	649.53	5,474.65				
3. Chicago Great Western	712.84	4.40	146.26	863.50	132.01		12.47	144.48				
4. Chicago, Rock Island & Pacific	499.62	[2]196.31	288.43	984.36	2,381.08	16.17	367.97	2,765.22				
5. Hutchinson & Southern	82.20		5.10	87.30								
6. Kansas City Belt	10.00	[3]8.47	21.48	39.95								
7. Kansas City, Fort Scott & Memphis	484.53	8.83	147.32	640.68	236.89		80.16	317.05				
8. Kansas City, Clinton & Springfield	154.22		20.91	175.13	8.41		.22	8.63				
9. Kansas City, Pittsburg & Gulf	682.91		42.73	725.64	6.31		.73	7.04				
Leavenworth Terminal Rly. & Bridge Co.												
10. Leavenworth, Topeka & Southwestern	46.57		3.54	50.11								
11. Manhattan, Alma & Burlingame	56.62		3.45	60.07								
12. Missouri, Kansas & Texas	1,841.09		298.02	2,139.11								
13. Missouri Pacific	482.11	[4]24.95	222.03	729.09	578.49	.44	136.74	715.67	1,850.70	8.38	191.06	2,050.14
14. Central Branch Union Pacific	100.00	.80	25.65	126.45								
15. Kansas City Northwestern	150.04		19.39	169.43	11.61		3.64	15.25				
16. St. Joseph & Grand Island	251.06		30.75	281.81								
17. St. Louis & San Francisco	326.28		86.95	413.23	778.81		103.93	882.74	56.96		22.90	79.86
18. Kansas Midland	106.77			106.77								
19. St. Louis, Kansas & Southwestern	[5]59.35			59.35								
20. Union Terminal	[6]5.18		1.85	7.03	1.59			1.59				
21. Union Pacific	1,777.08	16.62	585.43	2,379.13	45.21	2.57	11.28	59.06				
22. Junction City & Fort Kearney	70.86		6.67	77.53	17.15		1.67	18.82				
23. Kansas Central	165.82		9.27	175.09								
24. Omaha & Republican Valley	300.15		34.42	334.57	181.89		17.90	199.79				
25. Salina & Southwestern	35.46		4.65	40.11								
26. Solomon	56.83		5.24	62.07								
27. Union Pacific, Lincoln & Colorado	225.35		17.94	243.29								
28. Wichita & Western	79.50		6.61	86.11								
Totals	11,188.35	593.15	3,022.09	14,803.59	11,992.13	20.78	1,796.86	13,809.77	2,028.22	8.38	233.65	2,270.25

1. Includes 23.55 miles of third track.
2. Includes 10.59 miles of third track.
3. Includes 1.14 miles of third track, and .87 of a mile of fourth track.
4. Includes 1.42 miles of third track.
5. Not operated since October, 1896.
6. Report for year 1897 not received; mileage for previous year used.

TABLE No. 1—*Continued.* Mileage of Each Road Operated, Entire Line.

Roads.	Line operated under lease.				Line operated under trackage rights.				Total mileage operated.			
	Single track	Second track	Yard-track and sidings	Total	Single track	Second track	Yard-track and sidings	Total	Single track	Second track	Yard-track and sidings	Total
1. Atchison, Topeka & Santa Fe	14.60	.....	1.50	16.10	23.34	.....	13.26	36.60	4,542.76	16.02	904.24	5,463.02
2. Chicago, Burlington & Quincy	46.36	.....	4.48	50.84	159.01	.....	.....	159.01	5,859.70	[1]318.35	1,182.84	7,360.89
3. Chicago Great Western	.....	.....	.....	.....	87.16	10.56	10.35	108.07	932.01	14.96	169.08	1,116.05
4. Chicago, Rock Island & Pacific	352.66	.....	57.17	409.83	338.05	.....	.....	338.05	3,571.41	[2]212.48	713.57	4,497.46
5. Hutchinson & Southern	.....	.....	.....	.....	.....	.....	.....	.....	82.20	.....	5.10	87.30
6. Kansas City Belt	.....	.....	.....	.....	.....	.....	.....	.....	10.00	[3]8.47	21.48	39.95
7. Kansas City, Fort Scott & Memphis	.....	.....	.....	.....	.....	.....	.....	.....	721.42	8.83	227.48	957.73
8. Kansas City, Clinton & Springfield	.....	.....	.....	.....	.....	.....	.....	.....	162.63	.....	21.13	183.76
9. Kansas City, Pittsburg & Gulf	49.50	.....	3.77	53.27	23.62	.....	.....	23.62	762.34	.....	47.23	809.57
Leavenworth Terminal Railway & Bridge Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10. Leavenworth, Topeka & Southwestern	.....	.....	.....	.....	11.20	.....	.....	11.20	57.77	.....	3.54	61.31
11. Manhattan, Alma & Burlingame	.....	.....	.....	.....	.....	.....	.....	.....	56.62	.....	3.45	60.07
12. Missouri, Kansas & Texas	150.06	.....	.....	150.06	[4]206.06	.....	.....	[4]206.06	2,197.21	.....	298.02	2,495.23
13. Missouri Pacific	224.05	.....	15.08	289.13	28.90	.....	10.00	38.90	3,164.25	[5]33.77	574.91	3,772.93
14. Central Branch Union Pacific	288.19	.....	24.16	312.35	.....	.....	.....	.....	388.19	.80	49.81	438.80
15. Kansas City Northwestern	.....	.....	.....	.....	12.48	.....	.....	12.48	174.13	.....	23.03	197.16
16. St. Joseph & Grand Island	.....	.....	.....	.....	.....	.....	.....	.....	251.06	.....	30.75	281.81
17. St. Louis & San Francisco	.....	.....	.....	.....	.....	.....	.....	.....	1,162.05	.....	213.78	1,375.83
18. Kansas Midland	.....	.....	.....	.....	.....	.....	.....	.....	106.77	.....	.....	106.77
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	[6]59.35	.....	.....	59.35
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	6.77	.....	1.85	8.62
21. Union Pacific	.....	.....	.....	.....	.....	.....	.....	.....	1,822.29	19.19	596.71	2,438.19
22. Junction City & Fort Kearney	.....	.....	.....	.....	.....	.....	.....	.....	88.01	.....	8.34	96.35
23. Kansas Central	.....	.....	.....	.....	.57	.....	.....	.57	166.39	.....	9.27	175.66
24. Omaha & Republican Valley	.....	.....	.....	.....	.....	.....	.....	.....	482.04	.....	52.32	534.36
25. Salina & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	35.46	.....	4.65	40.11
26. Solomon	.....	.....	.....	.....	.....	.....	.....	.....	56.83	.....	5.24	62.07
27. Union Pacific, Lincoln & Colorado	.....	.....	.....	.....	.....	.....	.....	.....	225.35	.....	17.94	243.29
28. Wichita & Western	.....	.....	.....	.....	.....	.....	.....	.....	79.50	.....	6.61	86.11
Totals	1,125.42	.....	106.16	1,231.58	890.39	10.56	33.61	934.56	27,224.51	632.87	5,192.37	33,049.75

1. Includes 23.55 miles of third track.
2. Includes 10.59 miles of third track.
3. Includes 1.14 miles of third track and .87 of a mile of fourth track.
4. Includes 17.88 miles operated under contract.
5. Includes 1.42 miles of third track.
6. Not operated since October, 1896.

TABLE No. 1—*Concluded.* Mileage of Each Road Operated, Entire Line.

Roads.	New line constructed during the year.				Rails.						
					Iron.			Steel.			
	Single track	Second track	Yard-track and sidings	Total	Single track	Yard-track and sidings	Total	Single track	Second track	Yard-track and sidings	Total
1. Atchison, Topeka & Santa Fe					265.61	732.63	998.24	4,253.81	16.02	158.35	4,428.18
2. Chicago, Burlington & Quincy					514.76	553.27	1,068.03	5,185.93	[1]318.35	629.57	6,133.85
3. Chicago Great Western						20.06	20.06	844.85	4.40	138.67	987.92
4. Chicago, Rock Island & Pacific		.95	10.61	11.56	113.56	[7]250.00	363.56	3,119.80	[2]212.48	463.57	3,795.85
5. Hutchinson & Southern	21.93		.75	22.68							
6. Kansas City Belt						6.98	6.98	10.00	[3]8.47	14.50	32.97
7. Kansas City, Fort Scott & Memphis					32.96	76.31	109.27	688.46	8.83	151.17	848.46
8. Kansas City, Clinton & Springfield					8.13	11.84	19.97	154.50		9.29	163.79
9. Kansas City, Pittsburg & Gulf	259.49		9.65	269.14				809.57			809.57
Leavenworth Terminal Railway & Bridge Co											
10. Leavenworth, Topeka & Southwestern					45.31		45.31	1.26			1.26
11. Manhattan, Alma & Burlingame					49.30	3.45	52.75	7.32			7.32
12. Missouri, Kansas & Texas					37.27		37.27	1,971.76		298.02	2,269.78
13. Missouri Pacific			1.32	1.32	71.37	192.76	264.13	3,063.98	[5]33.77	372.15	3,469.90
14. Central Branch Union Pacific					174.08	49.77	223.85	214.11	.80	.04	214.95
15. Kansas City Northwestern						.78	.78	161.65		22.25	183.90
16. St. Joseph & Grand Island								251.06		30.75	281.81
17. St. Louis & San Francisco			6.47	6.47	45.75	83.90	129.65	1,116.30		129.88	1,246.18
18. Kansas Midland								106.77			106.77
19. St. Louis, Kansas & Southwestern								59.35			59.35
20. Union Terminal								6.77		1.85	8.62
21. Union Pacific					5.22	261.79	267.01	1,817.07	19.19	334.92	2,171.18
22. Junction City & Fort Kearney					10.42	7.66	18.08	77.59		.68	78.27
23. Kansas Central					95.88	8.73	104.61	69.94		.54	70 48
24. Omaha & Republican Valley					167.11	46.04	213.15	314.93		6.28	321.21
25. Salina & Southwestern					33.93	4.17	38.10	1.53		.48	2.01
26. Solomon					56.83	5.24	62.07	6.20		.24	6.44
27. Union Pacific, Lincoln & Colorado					24.45	15.76	40.21	200.90		2.18	203.08
28. Wichita & Western						6.61	6.61	79.50			79.50
Totals	281.42	.95	28.80	311.17	1,751.94	2,337.75	4,089.69	24,594.91	622.31	2,765.38	27,982 60

1. Includes 23.55 miles of third track.
2. Includes 10.59 miles of third track.
3. Includes 1.14 miles of third track and .87 of a mile of fourth track.
5. Includes 1.42 miles of third track,
7. Estimated.

TABLE No. 1—*Continued.* Mileage of Each Road Operated, Entire Line.

Roads.	Line operated under lease.				Line operated under trackage rights.				Total mileage operated.			
	Single track	Second track	Yard-track and sidings	Total	Single track	Second track	Yard-track and sidings	Total	Single track	Second track	Yard-track and sidings	Total
1. Atchison, Topeka & Santa Fe	14.60		1.50	16.10	23.34		13.26	36.60	4,542.76	16.02	904.24	5,463.02
2. Chicago, Burlington & Quincy	46.36		4.48	50.84	159.01			159.01	5,859.70	[1]318.35	1,182.84	7,360.89
3. Chicago Great Western					87.16	10.56	10.35	108.07	932.01	14.96	169.08	1,116.05
4. Chicago, Rock Island & Pacific	352.66		57.17	409.83	338.05			338.05	3,571.41	[2]212.48	713.57	4,497.46
5. Hutchinson & Southern									82.20		5.10	87.30
6. Kansas City Belt									10.00	[3]8.47	21.48	39.95
7. Kansas City, Fort Scott & Memphis									721.42	8.83	227.48	957.73
8. Kansas City, Clinton & Springfield									162.63		21.13	183.76
9. Kansas City, Pittsburg & Gulf	49.50		3.77	53.27	23.62			23.62	762.34		47.23	809.57
Leavenworth Terminal Railway & Bridge Co.												
10. Leavenworth, Topeka & Southwestern					11.20			11.20	57.77		3.54	61.31
11. Manhattan, Alma & Burlingame									56.62		3.45	60.07
12. Missouri, Kansas & Texas	150.06			150.06	[4]206.06			[4]206.06	2,197.21		298.02	2,495.23
13. Missouri Pacific	224.05		15.08	239.13	28.90		10.00	38.90	3,164.25	[5]33.77	574.91	3,772.93
14. Central Branch Union Pacific	288.19		24.16	312.35					388.19	.80	49.81	438.80
15. Kansas City Northwestern					12.48			12.48	174.13		23.03	197.16
16. St. Joseph & Grand Island									251.06		30.75	281.81
17. St. Louis & San Francisco									1,162.05		213.78	1,375.83
18. Kansas Midland									106.77			106.77
19. St. Louis, Kansas & Southwestern									[6]59.35			59.35
20. Union Terminal									6.77		1.85	8.62
21. Union Pacific									1,822.29	19.19	596.71	2,438.19
22. Junction City & Fort Kearney									88.01		8.34	96.35
23. Kansas Central					.57			.57	166.39		9.27	175.66
24. Omaha & Republican Valley									482.04		52.32	534.36
25. Salina & Southwestern									35.46		4.65	40.11
26. Solomon									56.83		5.24	62.07
27. Union Pacific, Lincoln & Colorado									225.35		17.94	243.29
28. Wichita & Western									79.50		6.61	86.11
Totals	1,125.42		106.16	1,231.58	890.39	10.56	33.61	934.56	27,224.51	632.87	5,192.37	33,049.75

1. Includes 23.55 miles of third track.
2. Includes 10.59 miles of third track.
3. Includes 1.14 miles of third track and .87 of a mile of fourth track.
4. Includes 17.88 miles operated under contract.
5. Includes 1.42 miles of third track.
6. Not operated since October, 1896.

TABLE No. 1—*Concluded.* Mileage of Each Road Operated, Entire Line.

Roads.	New line constructed during the year.				Rails.						
					Iron.			Steel.			
	Single track	Second track	Yard-track and sidings	Total	Single track	Yard-track and sidings	Total	Single track	Second track	Yard-track and sidings	Total
1. Atchison, Topeka & Santa Fe					265.61	732.63	998.24	4,253.81	16.02	158.35	4,428.18
2. Chicago, Burlington & Quincy					514.76	553.27	1,068.03	5,185.93	[1]318.35	629.57	6,133.85
3. Chicago Great Western						20.06	20.06	844.85	4.40	138.67	987.92
4. Chicago, Rock Island & Pacific		.95	10.61	11.56	113.56	[7]250.00	363.56	3,119.80	[2]212.48	463.57	3,795.85
5. Hutchinson & Southern	21.93		.75	22.68							
6. Kansas City Belt						6.98	6.98	10.00	[3]8.47	14.50	32.97
7. Kansas City, Fort Scott & Memphis					32.96	76.31	109.27	688.46	8.83	151.17	848.46
8. Kansas City, Clinton & Springfield					8.13	11.84	19.97	154.50		9.29	163.79
9. Kansas City, Pittsburg & Gulf	259.49		9.65	269.14				809.57			809.57
Leavenworth Terminal Railway & Bridge Co											
10. Leavenworth, Topeka & Southwestern					45.31		45.31	1.26			1.26
11. Manhattan, Alma & Burlingame					49.30	3.45	52.75	7.32			7.32
12. Missouri, Kansas & Texas					37.27		37.27	1,971.76		298.02	2,269.78
13. Missouri Pacific			1.32	1.32	71.37	192.76	264.13	3,063.98	[5]33.77	372.15	3,469.90
14. Central Branch Union Pacific					174.08	49.77	223.85	214.11	.80	.04	214.95
15. Kansas City Northwestern						.78	.78	161.65		22.25	183.90
16. St. Joseph & Grand Island								251.06		30.75	281.81
17. St. Louis & San Francisco			6.47	6.47	45.75	83.90	129.65	1,116.30		129.88	1,246.18
18. Kansas Midland								106.77			106.77
19. St. Louis, Kansas & Southwestern								59.35			59.35
20. Union Terminal								6.77		1.85	8.62
21. Union Pacific					5.22	261.79	267.01	1,817.07	19.19	334.92	2,171.18
22. Junction City & Fort Kearney					10.42	7.66	18.08	77.59		.68	78.27
23. Kansas Central					95.88	8.73	104.61	69.94		.54	70 48
24. Omaha & Republican Valley					167.11	46.04	213.15	314.93		6.28	321.21
25. Salina & Southwestern					33.93	4.17	38.10	1.53		.48	2.01
26. Solomon					56.83	5.24	62.07	6.20		.24	6.44
27. Union Pacific, Lincoln & Colorado					24.45	15.76	40.21	200.90		2.18	203.08
28. Wichita & Western						6.61	6.61	79.50			79.50
Totals	281.42	.95	28.80	311.17	1,751.94	2,337.75	4,089.69	24,594.91	622.31	2,765.38	27,982 60

1. Includes 23.55 miles of third track.
2. Includes 10.59 miles of third track.
3. Includes 1.14 miles of third track and .87 of a mile of fourth track.
5. Includes 1.42 miles of third track,
7. Estimated.

TABLE No. 1a.—Mileage of Lines by States and Territories. Mileage operated by roads making report in Kansas.

State or Territory.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	Line operated under contract, etc.	New line constructed during the year.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
1. Arkansas	293.44	141.14	26.36	1.48	.....	87.67	462.42	.....	.....	462.42
2. Colorado	477.44	761.54	152.12	.....	.....	.....	1,391.10	220.68	33.94	1,357.16
3. Illinois	913.31	970.76	.....	93.07	.....	.....	1,977.14	66.58	123.59	1,853.54
4. Indian Territory	243.90	422.51	.....	18.66	.....	5.82	685.07	.....	2.01	683.06
5. Iowa	993.58	1,092.32	.....	305.96	.....	.....	2,391.86	51.75	297.92	2,093.94
6. Kansas	2,876.49	3,826.22	1,499.69	572.59	.....	.....	8,774.99	167.80	698.28	8,076.71
7. Louisiana	219.20	.....	.....	.....	.....	166.00	219.20	.....	.....	219.20
8. Minnesota	110.65	34.97	.....	.....	.....	3.57	145.62	10.56	.....	145.62
9. Missouri	1,860.84	1,156.75	83.56	112.66	.....	.....	3,213.81	208.48	119.85	3,093.92
10. Montana	.....	101.74	.....	.....	.....	.....	101.74	12.62	.....	101.74
11. Nebraska	1,247.88	2,482.59	128.99	.....	.....	.....	3,859.46	12.86	339.48	3,526.83
12. New Mexico	485.61	179.51	.....	14.60	.....	.....	679.72	.....	45.48	634.24
13. Oklahoma Territory	.....	352.07	.....	.....	22.63	22.68	374.70	.....	.....	374.70
14. South Dakota	.....	200.53	.....	.....	.....	.....	200.53	.....	.....	200.53
15. Tennessee	1.91	.....	.....	.....	.....	.....	1.91	.....	.....	1.91
16. Texas	894.38	.....	137.50	6.40	[1]17.88	.....	1,056.16	121.18	37.64	1,018.52
17. Utah	70.17	.....	.....	.....	.....	.....	70.17	.....	.....	70.17
18. Wyoming	499.55	269.48	.....	.....	.....	.....	769.03	.....	2.19	766.84
Totals	11,188.35	11,992.13	2,028.22	1,125.42	40.51	285.74	26,374.63	872.51	1,700.38	24,681.05

1. This item is included in column for "Trackage rights," in table No. 1.

TABLE No. 1b.—Mileage Operated in Kansas.

Roads.	Line represented by capital stock.		Line of proprietary companies.	Line operated under lease.	New line constructed during the year.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	Total operated, single track.	Rails.	
	Main line.	Branches and spurs.							Iron.	Steel.
1. Atchison, Topeka & Santa Fe	484.80	1,954.06				2,438.86		2,438.86	183.76	2,255.10
2. Chicago, Burlington & Quincy		259.62				259.62		259.62	3.64	255.98
3. Chicago Great Western							32.91	32.91		
4. Chicago, Rock Island & Pacific		1,057.45				1,057.45	66.85	1,124.30		1,057.45
5. Hutchinson & Southern	82.20	5.10				87.30		87.30		87.30
6. Kansas City Belt	2.97					2.97		2.97		2.97
7. Kansas City, Ft. Scott & Memphis	114.03	144.34				258.37		258.37	18.80	239.57
8. Kansas City, Clinton & Springfield	11.62					11.62		11.62		11.62
9. Kansas City, Pittsburg & Gulf	18.38					18.38		18.38		18.38
Leav. Terminal Rly. & Bridge Co	.75					.75		.75		.75
10. Leavenworth, Topeka & Southwestern	46.57					46.57	11.20	57.77	45.31	1.26
11. Manhattan, Alma & Burlingame	56.62					56.62		56.62	49.30	7.32
12. Missouri, Kansas & Texas	277.11			125.00		402.11	41.90	444.01		402.11
13. Missouri Pacific	94.50	82.76	1,489.21	159.40		1,825.87	1.89	1,827.76	40.42	1,785.45
14. Central Branch Union Pacific	100.00			288.19		388.19		388.19	174.08	214.11
15. Kansas City Northwestern	129.39	11.61				141.00	12.48	153.48		141.00
16. St. Joseph & Grand Island	138.37					138.37		138.37		138.37
17. St. Louis & San Francisco		258.47	10.48			268.95		268.95	1.67	267.28
18. Kansas Midland	106.77					106.77		106.77		106.77
19. St. Louis, Kansas & Southwestern	59.35					59.35		59.35		59.35
20. Union Terminal	[1]5.18	1.59				6.77		6.77		6.77
21. Union Pacific	444.87	35.66				480.53		480.53	3.03	477.50
22. Junction City & Fort Kearney	70.86	17.15				88.01		88.01	10.42	77.59
23. Kansas Central	165.82					165.82	.57	166.39	95.88	69.94
24. Omaha & Republican Valley	67.60					67.60		67.60	8.27	59.33
25. Salina & Southwestern	35.46					35.46		35.46	33.93	1.53
26. Solomon	56.83					56.83		56.83	50.63	6.20
27. Union Pacific, Lincoln & Colorado	225.35					225.35		225.35	24.45	200.90
28. Wichita & Western	79.50					79.50		79.50		79.50
Totals	2,874.90	3,827.81	1,499.69	572.59		8,774.99	167.80	8,942.79	743.59	8,031.40

1. Report for year of 1897 not received; mileage reported for year 1896 used.

TABLE No. 1 c.—Mileage Owned in Kansas.

Roads.	Line represented by capital stock.		New line constructed during the year.	Total mileage owned, single track.	Rails.	
	Main line.	Branches and spurs.			Iron.	Steel.
1. Atchison, Topeka & Santa Fe	484.80	1,965.51		2,450.31	183.76	2,266.55
2. Chicago, Burlington & Quincy		259.62		259.62	3.64	255.98
Quincy, Alton & St. Louis						
3. Chicago Great Western						
4. Chicago, Rock Island & Pacific		1,057 45		1,057.45		1,057.45
Des Moines & Fort Dodge						
Keokuk & Des Moines						
Peoria & Bureau Valley						
5. Hutchinson & Southern	82.20	5.10		87.30		87.30
6. Kansas City Belt	2.97			2.97		2.97
7. Kansas City, Fort Scott & Memphis	114.03	144.34		258.37	18.80	239.57
8. Kansas City Clinton & Springfield	11.62			11.62		11.62
9. Kansas City, Pittsburg & Gulf	18.38			18.38		18.38
Leavenworth Terminal Railway & Bridge Co.	.75			.75		.75
10. Leavenworth, Topeka & Southwestern	46.57			46.57	45.31	1.26
11. Manhattan, Alma & Burlingame	56.62			56.62	49.30	7.32
12. Missouri, Kansas & Texas	277.11			277.11		277.11
Missouri, Kansas & Eastern						
Kansas City & Pacific	125.00			125.00		125 00
Denison & Washita Valley						
Wichita Falls						
13. Missouri Pacific	94.50	82.76		177.26		177.26
Boonville, St. Louis & Southern						
Fort Scott Central	35.73			35.73		35.73
Joplin & Western						
Kanopolis & Kansas Central	14.16			14.16		14.16
Kansas City & Southwestern	27.00			27.00		27.00
Kansas & Colorado Pacific	1,421.48	12.41		1,433.89		1,433.89
Kansas Southwestern	24.91			24.91		24.91
Le Roy & Caney Valley	51.78			51.78		51.78
Nevada & Minden Railway of Kansas	41.15			41.15		41.15
Pacific Railway in Nebraska	1.75			1.75		1.75
Rooks County	18.25			18.25		18.25
14. Central Branch Union Pacific	100.00			100.00		100.00
Atchison, Colorado & Pacific	254.79			254.79	141.13	113.66
Atchison, Jewell County & Western	33.40			33.40		33.40
15. Kansas City Northwestern	129.39	11.61		141.00		141.00
16. St. Joseph & Grand Island	138.37			138.37		138.37
17. St. Louis & San Francisco		258.47		258.47	.28	258.19
Kansas City & Southwestern	59.35			59.35		59.35

18. Kansas Midland	106.77	.....	.....	106.77	.....	106.77
Pittsburg & Columbus	10.48	.....	.....	10.48	.....	10.48
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	.....	.....
20. Union Terminal	7.22	.....	.....	7.22	.....	7.22
21. Union Pacific	444.87	35.66	.....	480.53	3.03	477.50
22. Junction City & Fort Kearney	70.86	17.15	.....	88.01	10.42	77.59
23. Kansas Central	165.82	.....	.....	165.82	95.88	69.94
Lawrence & Emporia	30.64	.....	.....	30.64	22.64	8.00
24. Omaha & Republican Valley	67.60	.....	.....	67.60	8.27	59.33
25. Salina & Southwestern	35.46	.....	.....	35.46	33.94	1.52
26. Solomon	56.83	.....	.....	56.83	50.63	6.20
27. Union Pacific, Lincoln & Colorado	225.35	.....	.....	225.35	24.45	200.90
28. Wichita & Western	94.76	.....	.....	94.76	.....	94.76
Totals	4,982.72	3,850.08	.....	8,832.80	691.48	8,141.32

TABLE No. 2.—Capital Stock. All stock is common unless otherwise noted.

Roads.	Number shares authorized.	Total par value authorized.	Total amount issued and outstanding.	Mileage for division of capital stock (entire line).	Stock per mile.	Mileage owned in Kansas.	Stock representing road in Kansas.	Amount of stock held in Kansas.	Total number of stockholders.
1. Atchison, Topeka & Santa Fe	1,314,860 1,020,000	$131,486,000 102,000,000	$131,486,000 00 102,000,000 00	7,233.72	$32,327 00	2,450.31	[19]$78,841,027 22	$34,100	10,241
2. Chicago, Burlington & Quincy	820,042	82,004,200	82,004,200 00	5,654.33	14,503 00	259.62	[19]3,765,268 86	5,400	[2]12,219
Quincy, Alton & St. Louis	.....	970,100	970,100 00	46.36	39,044 00	.....	.....	.....	.....
3. Chicago Great Western	[5]150,000 [3]150,000 300,000 [4]100,000	15,000,000 15,000,000 30,000,000 10,000,000	12,050,500 00 11,157,000 00 20,880,245 00 7,444,190 00 [6]65,838 90	844.85	61,073 30	.....	.....	.....	1,710
4. Chicago, Rock Island & Pacific	500,000	50,000,000	46,156,000 00	2,880.70	16,022 00	1,057.45	[19]16,942,463 90	3,000	3,974
Des Moines & Fort Dodge	.....	.....	5,046,500 00	143.76	56,473 00	.....	.....	.....	.....
Keokuk & Des Moines	.....	.....	4,125,000 00	162.20	42,386 00	.....	.....	.....	.....
Peoria & Bureau Valley	.....	.....	1,500,000 00	46.70	32,200 00	.....	.....	.....	.....
5. Hutchinson & Southern	73,200	7,320,000	1,025,000 00	92.00	.....	87.30	1,025,000 00	.....	.....
6. Kansas City Belt	1,000	2,500,000	100,000 00	10.00	10,000 00	2.97	29,700 00	50,000	10
7. Kansas City, Fort Scott & Memphis	[1]27,500 290,000	2,750,000 29,000,000	2,750,000 00 9,997,000 00	721.45	17,669 00	258.37	4,565,139 53	300	576
8. Kansas City, Clinton & Springfield	25,000	2,500,000	1,775,400 00	162.63	10,917 00	11.62	126,855 54	200	214
9. Kansas City, Pittsburg & Gulf	20,000	20,000,000	19,649,000 00	732.68	26,818 00	18.38	492,914 84	.....	.....
Leavenworth Terminal Rly. & Bridge Co.	6,000	600,000	600,000 00	1.75	342,857 13	.75	257,142 85	.....	.....
10. Leavenworth, Topeka & Southwestern	.....	.....	.....	.....	.....	46.57	.....	.....	.....
11. Manhattan, Alma & Burlingame	10,000	1,000,000	1,000,000 00	56.62	17,661 60	56.62	1,000,000 00	1,000,000	17
12. Missouri, Kansas & Texas	[1]130,000 591,200	13,000,000 59,120,000	13,000,000 00 55,462,500 00	1,841.09	37,186 00	277.11	[19]10,304,612 46	.....	968
Denison & Washita Valley	.....	.....	.....	20.00	.....	.....	.....	.....	.....
Kansas City & Pacific	25,000	2,500,000	2,500,000 00	130.06	19,221 89	125.00	[19]2,402,736 25	.....	44
Missouri, Kansas & Eastern	.....	.....	4,500,000 00	161.70	27,829 00	.....	.....	.....	.....
Wichita Falls	.....	.....	.....	17.88	.....	.....	.....	.....	.....
13. Missouri Pacific	550,000	55,000,000	47,442,375 00	1,060.60	44,732 00	177.26	[19]7,929,194 32	.....	1,889
Boonville, St. Louis & Southern	.....	.....	.....	43.95	.....	.....	.....	.....	.....
Fort Scott Central	.....	.....	1,114,800 00	57.05	19,541 00	35.73	698,191 00	.....	.....
Joplin & Western	.....	.....	91,600 00	4.59	19,956 42	.....	.....	.....	.....
Kanopolis & Kansas Central	100,000	10,000,000	300,000 00	14.16	21,186 00	14.16	300,000 00	.....	10
Kansas City & Southwestern of Missouri,	.....	207,000	207,000 00	20.70	10,000 00	.....	.....	.....	.....
Kansas City & Southwestern	7,000	700,000	276,000 00	27.00	10,222 00	27.00	276,000 00	.....	11
Kansas & Colorado Pacific	270,000	27,000,000	25,498,100 00	1,449.50	17,591 00	1,433.89	[19]25,223,558 99	.....	156
Pueblo & State Line	.....	.....	1,550,000 00	152.12	10,190 00	.....	.....	.....	.....
Kansas Southwestern	126,000	12,600,000	397,440 00	24.91	15,955 00	24.91	397,440 00	.....	6
Le Roy & Caney Valley	10,000	1,000,000	540,000 00	51.78	10,429 00	51.78	540,000 00	.....	7
Nebraska Southern	.....	.....	241,800 00	16.12	30,012 00	.....	.....	.....	.....
Nevada & Minden	.....	.....	450,000 00	32.56	13,821 00	.....	.....	.....	.....

	Nevada & Minden Railway of Kansas	.....	.....	675,000 00	41.15	16,403 00	41.15	675,000 00	.....	.....
	Omaha Belt	.....	.....	800,000 00	16.17	49,474 00	.....	.....	.....	.....
	Omaha Southern	.....	.....	382,300 00	25.44	30,043 00	.....	.....	.....	.....
	Pacific Railway in Nebraska	.....	.....	1,095,800 00	73.00	15,010 95	1.75	26,119 05	.....	.....
	Rooks County	5,000	500,000	500,000 00	18.25	27,397 00	18.25	500,000 00	.....	8
	St. Louis, Oak Hill & Carondelet	.....	.....	400,000 00	6.30	126,984 00	.....	.....	.....	.....
14.	Central Branch Union Pacific	10,000	1,000,000	1,000,000 00	100.00	10,000 00	100.00	1,000,000 00	400	25
	Atchison, Colorado & Pacific	80,000	8,000,000	1,522,400 00	254.79	4,975 12	254.79	[11]1,522,400 00	900	63
	Atchison, Jewell County & Western	4,000	400,000	202,400 00	33.40	6,059 88	33.40	202,400 00	.....	100
15.	Kansas City Northwestern	35,000	3,500,000	3,500,000 00	141.00	24,822 70	141.00	3,500,000 00	400	10
16.	St. Joseph & Grand Island	[1]90,000 46,000	8,927,600 4,600,000	8,927,600 00 4,600,000 00	251.06	53,882 00	138.37	7,455,652 00	.....	12
17.	St. Louis & San Francisco	290,000	29,000,000 [1]21,000,000	29,000,000 00 [1]21,000,000 00	1,162.05	43,027 41	268.95	11,572,221 91	.....	14
	Fort Smith & Van Buren Bridge Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Kansas City & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....
18.	Kansas Midland	50,000	5,000,000	3,004,200 00	106.77	28,137 11	106.77	3,004,200 00	.....	30
19.	St. Louis, Kansas & Southwestern	56,000	5,600,000	1,180,000 00	59.35	19,882 06	59.35	1,180,000 00	.....	20
	St. Louis, Salem & Arkansas	.....	.....	.....	.....	.....	.....	.....	.....	.....
20.	Union Terminal	20,000	2,000,000	2,000,000 00	7.22	277,008 31	7.22	2,000,000 00	.....	10
21.	Union Pacific	610,000	61,000,000	60,868,500 00	1,829 33	33,273 66	480.53	15,988,990 40	.....	.....
22.	Junction City & Fort Kearney	20,000	2,000,000	1,056,100 00	88.01	11,999 78	88.01	1,056,100 00	295,100	19
23.	Kansas Central	67,500	6,750,000	1,348,000 00	165.65	8,137 63	165.82	1,348,000 00	34,900	10
	Lawrence & Emporia	10,000	1,000,000	465,000 00	30.64	15,176 24	30.64	465,000 00	2,000	8
24.	Omaha & Republican Valley	150,000	15,000,000	2,420,550 00	482.04	5,021 47	67.60	339,451 37	.....	10
25.	Salina & Southwestern	17,500	1,750,000	288,400 00	35.46	8,133 11	35.46	288,400 00	11,200	9
26.	Solomon	40,000	2,000,000	1,108,850 00	56.83	19,511 70	56.83	1,108,850 00	108,550	25
27.	Union Pacific, Lincoln & Colorado	275,000	27,500,000	2,309,800 00	225.35	10,249 83	225.35	2,309,800 00	3,000	8
28.	Wichita & Western	85,200	8,520,000	1,035,000 00	124.65	8,303 25	94.76	1,035,000 00	585,700	17
	Totals	8,578,002	$388,304,800	$766,043,488 90	29,249.43	$26,190 03	8,832.80	$211,694,830 49	$1,136,150	32,480

1. Preferred stock.

2. Records destroyed in Chicago fire; cannot tell what stock was issued for.

3. A preferred.

4. B preferred.

5. Guaranteed debenture.

6. Scrip redeemable in debentures.

11. In this amount is included stock of constituent companies unexchanged: Waterville & Washington Rld. Co., $5,700; Republican Valley Rly. Co., $90,000; Atchison, Solomon Valley & Denver Rly. Co., $75,000.

19. Compiled in this office upon a *pro rata* mileage basis.

TABLE No. 2.—Capital Stock. All stock is common unless otherwise noted.

Roads.	Number shares authorized.	Total par value authorized.	Total amount issued and outstanding.	Mileage for division of capital stock (entire line).	Stock per mile.	Mileage owned in Kansas.	Stock representing road in Kansas.	Amount of stock held in Kansas.	Total number of stockholders.
1. Atchison, Topeka & Santa Fe	1,314,860 1,020,000	$131,486,000 102,000,000	$131,486,000 00 102,000,000 00	7,233.72	$32,327 00	2,450.31	[19]$78,841,027 22	$34,100	10,241
2. Chicago, Burlington & Quincy	820,042	82,004,200	82,004,200 00	5,654.33	14,503 00	259.62	[19]3,765,268 86	5,400	[2]12,219
Quincy, Alton & St. Louis	.....	970,100	970,100 00	46.36	39,044 00	.....	.....	.....	.....
3. Chicago Great Western	[5]150,000 [3]150,000 300,000 [4]100,000	15,000,000 15,000,000 30,000,000 10,000,000	12,050,500 00 11,157,000 00 20,880,245 00 7,444,190 00 [6]65,838 90	844.85	61,073 30	.....	.....	.....	1,710
4. Chicago, Rock Island & Pacific	500,000	50,000,000	46,156,000 00	2,880.70	16,022 00	1,057.45	[19]16,942,463 90	3,000	3,974
Des Moines & Fort Dodge	.....	.....	5,046,500 00	143.76	56,473 00	.....	.....	.....	.....
Keokuk & Des Moines	.....	.....	4,125,000 00	162.20	42,386 00	.....	.....	.....	.....
Peoria & Bureau Valley	.....	.....	1,500,000 00	46.70	32,200 00	.....	.....	.....	.....
5. Hutchinson & Southern	73,200	7,320,000	1,025,000 00	92.00	.....	87.30	1,025,000 00	.....	.....
6. Kansas City Belt	1,000	2,500,000	100,000 00	10.00	10,000 00	2.97	29,700 00	50,000	10
7. Kansas City, Fort Scott & Memphis	[1]27,500 290,000	2,750,000 29,000,000	2,750,000 00 9,997,000 00	721.45	17,669 00	258.37	4,565,139 53	300	576
8. Kansas City, Clinton & Springfield	25,000	2,500,000	1,775,400 00	162.63	10,917 00	11.62	126,855 54	200	214
9. Kansas City, Pittsburg & Gulf	20,000	20,000,000	19,649,000 00	732.68	26,818 00	18.38	492,914 84	.....	.....
Leavenworth Terminal Rly. & Bridge Co.	6,000	600,000	600,000 00	1.75	342,857 13	.75	257,142 85	.....	.....
10. Leavenworth, Topeka & Southwestern	.....	.....	.....	.....	.....	46.57	.....	.....	.....
11. Manhattan, Alma & Burlingame	10,000	1,000,000	1,000,000 00	56.62	17,661 60	56.62	1,000,000 00	1,000,000	17
12. Missouri, Kansas & Texas	[1]130,000 591,200	13,000,000 59,120,000	13,000,000 00 55,462,500 00	1,841.09	37,186 00	277.11	[19]10,304,612 46	.....	968
Denison & Washita Valley	.....	.....	.....	20.00	.....	.....	.....	.....	.....
Kansas City & Pacific	25,000	2,500,000	2,500,000 00	130.06	19,221 89	125.00	[19]2,402,736 25	.....	44
Missouri, Kansas & Eastern	.....	.....	4,500,000 00	161.70	27,829 00	.....	.....	.....	.....
Wichita Falls	.....	.....	.....	17.88	.....	.....	.....	.....	.....
13. Missouri Pacific	550,000	55,000,000	47,442,375 00	1,060.60	44,732 00	177.26	[19]7,929,194 32	.....	1,889
Boonville, St. Louis & Southern	.....	.....	.....	43.95	.....	.....	.....	.....	.....
Fort Scott Central	.....	.....	1,114,800 00	57.05	19,541 00	35.73	698,191 00	.....	.....
Joplin & Western	.....	.....	91,600 00	4.59	19,956 42	.....	.....	.....	.....
Kanopolis & Kansas Central	100,000	10,000,000	300,000 00	14.16	21,186 00	14.16	300,000 00	.....	10
Kansas City & Southwestern of Missouri,	.....	207,000	207,000 00	20.70	10,000 00	.....	.....	.....	.....
Kansas City & Southwestern	7,000	700,000	276,000 00	27.00	10,222 00	27.00	276,000 00	.....	11
Kansas & Colorado Pacific	270,000	27,000,000	25,498,100 00	1,449.50	17,591 00	1,433.89	[19]25,223,558 99	.....	156
Pueblo & State Line	.....	.....	1,550,000 00	152.12	10,190 00	.....	.....	.....	.....
Kansas Southwestern	126,000	12,600,000	397,440 00	24.91	15,955 00	24.91	397,440 00	.....	6
Le Roy & Caney Valley	10,000	1,000,000	540,000 00	51.78	10,429 00	51.78	540,000 00	.....	7
Nebraska Southern	.....	.....	241,800 00	16.12	30,012 00	.....	.....	.....	.....
Nevada & Minden	.....	.....	450,000 00	32.56	13,821 00	.....	.....	.....	.....

	Nevada & Minden Railway of Kansas			675,000 00	41.15	16,403 00	41.15	675,000 00		
	Omaha Belt			800,000 00	16.17	49,474 00				
	Omaha Southern			382,300 00	25.44	30,043 00				
	Pacific Railway in Nebraska			1,095,800 00	73.00	15,010 95	1.75	26,119 05		
	Rooks County	5,000	500,000	500,000 00	18.25	27,397 00	18.25	500,000 00		8
	St. Louis, Oak Hill & Carondelet			400,000 00	6.30	126,984 00				
14.	Central Branch Union Pacific	10,000	1,000,000	1,000,000 00	100.00	10,000 00	100.00	1,000,000 00	400	25
	Atchison, Colorado & Pacific	80,000	8,000,000	1,522,400 00	254.79	4,975 12	254.79	[11]1,522,400 00	900	63
	Atchison, Jewell County & Western	4,000	400,000	202,400 00	33.40	6,059 88	33.40	202,400 00		100
15.	Kansas City Northwestern	35,000	3,500,000	3,500,000 00	141.00	24,822 70	141.00	3,500,000 00	400	10
16.	St. Joseph & Grand Island	[1]90,000 46,000	8,927,600 4,600,000	8,927,600 00 4,600,000 00	251.06	53,882 00	138.37	7,455,652 00		12
17.	St. Louis & San Francisco	290,000	29,000,000 [1]21,000,000	29,000,000 00 [1]21,000,000 00	1,162.05	43,027 41	268.95	11,572,221 91		14
	Fort Smith & Van Buren Bridge Co.									
	Kansas City & Southwestern									
18.	Kansas Midland	50,000	5,000,000	3,004,200 00	106.77	28,137 11	106.77	3,004,200 00		30
19.	St. Louis, Kansas & Southwestern	56,000	5,600,000	1,180,000 00	59.35	19,882 06	59.35	1,180,000 00		20
	St. Louis, Salem & Arkansas									
20.	Union Terminal	20,000	2,000,000	2,000,000 00	7.22	277,008 31	7.22	2,000,000 00		10
21.	Union Pacific	610,000	61,000,000	60,868,500 00	1,829 33	33,273 66	480.53	15,988,990 40		
22.	Junction City & Fort Kearney	20,000	2,000,000	1,056,100 00	88.01	11,999 78	88.01	1,056,100 00	295,100	19
23.	Kansas Central	67,500	6,750,000	1,348,000 00	165.65	8,137 63	165.82	1,348,000 00	34,900	10
	Lawrence & Emporia	10,000	1,000,000	465,000 00	30.64	15,176 24	30.64	465,000 00	2,000	8
24.	Omaha & Republican Valley	150,000	15,000,000	2,420,550 00	482.04	5,021 47	67.60	339,451 37		10
25.	Salina & Southwestern	17,500	1,750,000	288,400 00	35.46	8,133 11	35.46	288,400 00	11,200	9
26.	Solomon	40,000	2,000,000	1,108,850 00	56.83	19,511 70	56.83	1,108,850 00	108,550	25
27.	Union Pacific, Lincoln & Colorado	275,000	27,500,000	2,309,800 00	225.35	10,249 83	225.35	2,309,800 00	3,000	8
28.	Wichita & Western	85,200	8,520,000	1,035,000 00	124.65	8,303 25	94.76	1,035,000 00	585,700	17
	Totals	8,578,002	$888,304,800	$766,043,488 90	29,249.43	$26,190 03	8,832.80	$211,694,830 49	$1,136,150	32,480

1. Preferred stock.

2. Records destroyed in Chicago fire; cannot tell what stock was issued for.

3. A preferred.

4. B preferred.

5. Guaranteed debenture.

6. Scrip redeemable in debentures.

11. In this amount is included stock of constituent companies unexchanged: Waterville & Washington Rld. Co., $5,700; Republican Valley Rly. Co., $90,000; Atchison, Solomon Valley & Denver Rly. Co., $75,000.

19. Compiled in this office upon a *pro rata* mileage basis.

TABLE No. 2—*Concluded.* **Capital Stock.** All stock is common unless otherwise noted.

Roads.	Manner of payment of capital stock.					Number of shares issued during year.	Cash realized on shares issued during year.
	Issued for cash. Shares.	For construction. Shares.	For reorganization. Shares.	For other purposes. Shares.	Total cash realized.		
1. **Atchison, Topeka & Santa Fe**	20		1,314,860 1,019,980		$2,000 00		
2. **Chicago, Burlington & Quincy**							
Quincy, Alton & St. Louis							
3. Chicago Great Western	28,188			[7]487,789	3,587,102 15	4,911	$330,903 38
4. Chicago, Rock Island & Pacific	41,960		419,600		46,156,000 00		
Des Moines & Fort Dodge							
Keokuk & Des Moines							
Peoria & Bureau Valley							
5. Hutchinson & Southern							
6. Kansas City Belt	1,000				100,000 00		
7. Kansas City, Fort Scott & Memphis				[8]127,470	12,747,000 00		
8. Kansas City, Clinton & Springfield	17,754				1,775,400 00		
9. Kansas City, Pittsburg & Gulf							
Leavenworth Terminal Railway & Bridge Co							
10. Leavenworth, Topeka & Southwestern							
11. Manhattan, Alma & Burlingame		8,373		[10]1,627			
12. Missouri, Kansas & Texas							
Denison & Washita Valley							
Kansas City & Pacific							
Missouri, Kansas & Eastern							
Wichita Falls							
13. Missouri Pacific	274,276			200,147	27,427,600 00	1¼	
Boonville, St. Louis & Southern							
Fort Scott Central							
Joplin & Western							
Kanopolis & Kansas Central		3,000			300,000 00		
Kansas City & Southwestern of Missouri							
Kansas City & Southwestern		2,760			267,000 00		
Kansas & Colorado Pacific				[12]254,981			
Pueblo & State Line							
Kansas Southwestern		3,974			397,000 00		
Le Roy & Caney Valley		5,400			540,000 00		
Nebraska Southern							
Nevada & Minden							
Nevada & Minden Railway of Kansas							
Omaha Belt							
Omaha Southern							
Pacific Railway in Nebraska							
Rooks County		5,000			500,000 00		
St. Louis, Oak Hill & Carondelet							

14. Central Branch Union Pacific		10,000					
Atchison, Colorado & Pacific		1,707	13,517				
Atchison, Jewell County & Western		2,024					
15. Kansas City Northwestern				35,000			
16. St. Joseph & Grand Island			135,276				
17. St. Louis & San Francisco			[13]500,000				
Fort Smith & Van Buren Bridge Company							
Kansas City & Southwestern							
18. Kansas Midland		30,042					
19. St. Louis, Kansas & Southwestern		[13]11,800					
St. Louis, Salem & Arkansas							
20. Union Terminal		20,000					
21. Union Pacific	101,062			507,623	60,868,500 00		
22. Junction City & Fort Kearney		10,561					
23. Kansas Central		8,440	[14]5,040				
Lawrence & Emporia		465,000					
24. Omaha & Republican Valley		735		[15]23,470½			
25. Salina & Southwestern		[16]467	[17]2,417				
26. Solomon		22,177					
27. Union Pacific, Lincoln & Colorado		7,350	14,348	[18]1,400			
28. Wichita & Western				[15]10,350			
Totals	464,260	648,810	3,425,038	1,649,852	$154,667,602 15	4,912	$330,903 38

7. Issued for securities for Chicago, St. Paul & Kansas City Rly. Co.; cash realized on issue, $1,301,615.

8. Issued for consolidation.

10. Issued for local aid. Subscribed for by counties and townships, and paid for in their bonds for same amount.

12. $70,000 issued for Fort Smith, Wichita & Western Rly. capital stock, and $184,981 issued in compliance with the terms of the articles of consolidation.

13. Issued for payment of road.

14. Issued to pay in part for road built prior to reorganization.

15. For consolidation.

16. Issued with bonds to pay for construction.

17. Issued in exchange for old stock.

18. Issued for floating debt.

TABLE No. 3.—Debt, Entire Line.

Roads.	Funded debt. Mortgage bonds.	Funded debt. Miscellaneous obligations.	Funded debt. Total.	Mileage for division of funded debt.	Funded debt per mile of road.	Current liabilities.	Mileage for division of current liabilities.	Current liabilities per mile of road.	Total debt per mile of road.	Total debt representing road in Kansas.
1. Atchison, Topeka & Santa Fe	$121,218,750 00	$1,250,000 00 51,728,000 00	$174,196,750 00	7,228.72	$24,199 00	$2,384,144 35	4,540.51	$525 00	$24,724 00	$60,298,374 64
2. Chicago, Burlington & Quincy	129,034,900 00	.....	129,034,900 00	5,654.33	22,821 00	3,630,573 90	5,654.33	642 00	23,463 00	6,091,464 06
Quincy, Alton & St. Louis	840,000 00	.....	840,000 00	46.36	18,119 00	.....	.....	.....	18,119 00	.....
3. Chicago Great Western	2,823,150 00	1,227,177 55	4,050,327 55	844.85	4,794 12	2,783,114 59	844.85	3,294 22	8,089 00	.....
4. Chicago, Rock Island & Pacific	53,619,000 00	9,093,000 00	62,712,000 00	2,880.70	21,769 00	538,784 21	2,880.70	187 00	21,956 00	23,217,372 20
Des Moines & Fort Dodge	3,072,000 00	.....	3,072,000 00	143.76	21,369 00	.....	.....	.....	21,369 00	.....
Keokuk & Des Moines	2,750,000 00	.....	2,750,000 00	162.20	16,954 00	.....	.....	.....	16,954 00	.....
Peoria & Bureau Valley	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5. Hutchinson & Southern	.....	.....	.....	109.98	.....	862,212 14	109.98	7,839 00	7,839 00	.....
6. Kansas City Belt	2,050,000 00	.....	2,050,000 00	10.00	205,000 00	82,521 08	10.00	8,252 10	213,252 10	633,358 73
7. Kansas City, Fort Scott & Memphis	16,623,000 00	1,081,000 00	17,704,000 00	721.45	24,676 00	1,143,010 54	721.45	1,584 00	26,260 00	6,784,796 20
8. Kansas City, Clinton & Spr'gfield,	3,250,000 00	.....	3,250,000 00	162.63	19,984 00	510,578 15	162.63	3,139 00	23,123 00	298,689 26
9. Kansas City, Pittsburg & Gulf	18,317,000 00	.....	18,317,000 00	732.68	25,000 00	350,877 60	732.68	478 00	25,650 00	468,285 64
Leavenworth Ter. Rly. & Bridge Co.	600,000 00	.....	600,000 00	1.75	342,857 15	33,785 62	1.75	19,306 00	362,163 13	271,622 31
10. Leavenworth, Topeka & S'thwestern,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11. Manhattan, Alma & Burlingame	678,000 00	.....	678,000 00	56.62	11,974 57	265,052 25	56.62	4,681 00	16,655 57	943,052 25
12. Missouri, Kansas & Texas	70,523,000 00	.....	70,523,000 00	1,841.09	38,305 00	1,803,326 98	1,841.09	979 00	39,284 00	10,885,989 24
Denison & Washita Valley	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas City & Pacific	2,500,000 00	.....	2,500,000 00	130.06	19,221 89	.....	.....	.....	19,221 89	2,402,736 25
Missouri, Kansas & Eastern	4,500,000 00	.....	4,500,000 00	161.70	27,829 00	.....	.....	.....	.....	.....
Wichita Falls	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13. Missouri Pacific	30,000,000 00	32,138,000 00	62,138,000 00	1,060.60	58,587 00	4,823,257 02	1,060.60	4,547 00	63,134 00	11,191,132 84
Boonville, St. Louis & Southern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fort Scott Central	972,000 00	.....	972,000 00	57.05	17,037 00	.....	.....	.....	17,037 00	608,756 30
Joplin & Western	69,000 00	.....	69,000 00	4.59	15,032 00	.....	.....	.....	15,032 00	.....
Kanopolis & Kansas Central	225,000 00	.....	225,000 00	14.16	15,890 00	135,000 00	14.16	9,534 00	25,424 00	360,000 00
Kan. City & Southwestern of Mo.,	407,000 00	.....	407,000 00	20.70	19,662 00	.....	.....	.....	.....	.....
Kansas City & Southwestern	550,000 00	.....	550,000 00	27.00	20,371 00	346,500 00	27.00	12,832 00	33,203 00	896,500 00
Kansas & Colorado Pacific	23,532,000 00	.....	23,532,000 00	1,449.50	16,235 00	9,205,858 34	1,449.50	6,351 00	22,586 00	32,386,839 54
Pueblo & State Line	2,270,000 00	.....	2,270,000 00	152.12	14,922 00	.....	.....	.....	14,922 00	.....
Kansas Southwestern	372,000 00	.....	372,000 00	24.91	14,934 00	234,360 00	24.91	9,444 00	24,378 00	606,360 00
Le Roy & Caney Valley	520,000 00	.....	520,000 00	51.78	10,042 00	13,000 00	51.78	251 00	10,293 00	533,000 00
Nebraska Southern	242,000 00	.....	242,000 00	16.12	15,012 00	.....	.....	.....	15,012 00	.....
Nevada & Minden	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nevada & Minden Rly. of Kansas,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Omaha Belt	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Omaha Southern	382,000 00	.....	382,000 00	25.44	15,015 00	.....	.....	.....	15,015 00	.....
Pacific Rly. in Nebraska	1,095,000 00	.....	1,095,000 00	73.00	15,000 00	.....	.....	.....	15,000 00	26,100 00
Rooks County	275,000 00	.....	275,000 00	18.25	15,068 00	189,750 00	18.25	10,397 00	25,465 00	464,780 00
St. Louis, Oak Hill & Carondelet,	400,000 00	.....	400,000 00	6.30	63,492 00	.....	.....	.....	63,492 00	.....

14.	Central Branch Union Pacific. ...	1,600,000 00	4,383,341 39	5,983,341 39	100.00	59,833 41	2,852,626 58	100.00	28,526 26	88,359 67	8,835,967 97
	Atchison, Colorado & Pacific..	4,070,000 00	.....	4,070,000 00	254.79	15,973 94	919,455 00	254.79	3,608 00	19,581 94	4,989,455 00
	Atchison, Jewell Co. & West..	542,000 00	.....	542,000 00	33.40	16,227 54	122,340 00	33.40	3,662 00	19,889 54	664,340 00
15.	Kansas City Northwestern.....	485,000 00	450,680 80	935,680 80	141.00	6,636 04	172,934 60	141.00	1,226 00	7,862 04	1,108,615 40
16.	St. Joseph & Grand Island.....	3,500,000 00	.....	3,500,000 00	251.06	13,941 00	125,887 87	251.06	504 00	14,442 00	1,998,339 54
17.	St. Louis & San Francisco.....	37,618,850 00	.....	37,618,850 00	1,162.05	32,372 83	1,475,087 80	1,162.05	1,269 00	33,641 83	9,047,970 17
	Ft. Smith & Van Buren Bridge Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Kansas City & Southwestern.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18.	Kansas Midland.....	1,608,000 00	1,072,000 00	2,680,000 00	106.77	25,100 68	.....	106.77	.....	25,100 68	2,680,000 00
19.	St. Louis, Kansas & Southwestern.	890,000 00	.....	890,000 00	59.35	14,995 78	26,262 54	59.35	442 00	15,437 78	916,262 54
	St. Louis, Salem & Arkansas.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20.	Union Terminal.....	1,550,000 00	.....	1,550,000 00	7.22	214,681 44	.....	.....	.....	91,689 75	1,550,000 00
21.	Union Pacific.....	132,001,245 97	507,000 00	132,508,245 97	1,829.33	72,435 39	7,187,174 87	1,822.29	3,944 03	76,379 42	18,311,826 99
22.	Junction City & Fort Kearney....	1,141,000 00	.....	1,141,000 00	88.01	12,964 43	1,251,400 67	88.01	14,219 00	27,183 43	2,392,400 67
23.	Kansas Central.....	1,346,000 00	.....	1,346,000 00	165.65	8,125 57	2,370,226 57	165.65	14,308 00	22,433 57	3,716,226 57
	Lawrence & Emporia.....	465,000 00	.....	465,000 00	30.64	15,176 24	533,712 61	30.64	17,418 81	32,594 24	998,712 61
24.	Omaha & Republican Valley.....	5,941,000 00	.....	5,941,000 00	482.04	12,324 70	4,659,954 39	482.04	9,667 00	21,991 70	1,486,638 92
25.	Salina & Southwestern.....	540,000 00	.....	540,000 00	35.46	15,228 43	405,458 61	35.46	11,434 00	26,662 43	945,458 61
26.	Solomon.....	575,000 00	.....	575,000 00	56.83	10,117 89	246,120 00	56.83	4,330 81	14,447 89	821,120 00
27.	Union Pac., Lincoln & Colorado..	4,380,000 00	.....	4,380,000 00	225.35	19,436 43	905,716 22	225.35	4,019 16	23,455 43	5,285,716 22
28.	Wichita & Western.....	1,747,000 00	.....	1,747,000 00	124.65	14,015 24	1,255,832 04	124.65	10,074 86	24,099 24	3,002,832 04
	Totals.....	$693,709,895 97	$102,930,199 74	$796,610,094 71	29,044.00	$27,428 73	$53,845,897 14	25,342.13	$2,085 29	$29,514 02	$228,090,062 74

TABLE No. 4.—Capital Stock and Debt.

Roads.	Capital stock.	Funded debt.	Current liabilities.	Total stock and debt.	Stock and debt per mile of road.	Mileage in Kansas.	Stock and debt representing road in Kansas.
1. Atchison, Topeka & Santa Fe	$233,486,000 00	$174,196,750 00	$2,384,144 35	$410,066,894 35	$57,051 00	2,450.31	$139,139,401 86
2. Chicago, Burlington & Quincy	82,004,200 00	129,034,900 00	3,630,573 90	214,669,673 90	37,966 00	259.62	9,856,732 92
Quincy, Alton & St. Louis	970,100 00	840,000 00	.....	1,810,100 00	39,044 00	.....	.....
3. Chicago Great Western	51,597,773 99	4,050,327 55	2,783,114 59	58,431,216 04	69,162 64	.....	.....
4. Chicago, Rock Island & Pacific	46,156,000 00	62,712,000 00	538,784 21	109,406,784 21	37,978 00	1,057.45	40,159,836 10
Des Moines & Fort Dodge	5,046,500 00	3,072,000 00	.....	8,118,500 00	56,473 00	.....	.....
Keokuk & Des Moines	4,125,000 00	2,750,000 00	.....	6,875,000 00	42,386 00	.....	.....
Peoria & Bureau Valley	1,500,000 00	.....	.....	1,500,000 00	32,200 00	.....	.....
5. Hutchinson & Southern	1,025,000 00	.....	862,212 14	8,182,212 14	.....	87.30	1,025,000 00
6. Kansas City Belt	100,000 00	2,050,000 00	82,521 08	2,232,521 08	223,252 10	2.97	663,058 73
7. Kansas City, Fort Scott & Memphis	12,747,000 00	17,704,000 00	1,143,010 54	31,594,010 54	43,929 00	258.37	11,349,935 73
8. Kansas City, Clinton & Springfield	1,775,400 00	3,250,000 00	510,578 15	5,535,978 15	34,040 00	11.62	395,544 80
9. Kansas City, Pittsburg & Gulf	19,649,000 00	18,317,000 00	350,877 60	38,316,877 60	52,296 00	18.38	961,200 48
Leavenworth Terminal Railway & Bridge Co	600,000 00	600,000 00	33,785 62	1,233,785 62	705,020 26	.75	528,765 19
10. Leavenworth, Topeka & Southwestern	.....	.....	.....	.....	.....	46.57	.....
11. Manhattan, Alma & Burlingame	1,000,000 00	678,000 00	265,052 25	1,943,052 25	34,326 17	56.62	1,943,052 25
12. Missouri, Kansas & Texas	68,462,500 00	70,523,000 00	1,803,326 98	140,788,826 98	76,470 00	277.11	21,190,601 70
Denison & Washita Valley	.....	.....	.....	.....	.....	.....	.....
Kansas City & Pacific	2,500,000 00	2,500,000 00	.....	5,000,000 00	38,443 78	125.00	4,805,472 50
Missouri, Kansas & Eastern	4,500,000 00	4,500,000 00	.....	9,000,000 00	27,829 00	.....	.....
Wichita Falls	.....	.....	.....	.....	.....	.....	.....
13. Missouri Pacific	47,442,375 00	62,138,000 00	4,823,257 02	114,403,632 02	107,866 00	177.26	19,120,327 16
Boonville, St. Louis & Southern	.....	.....	.....	.....	.....	.....	.....
Fort Scott Central	1,114,800 00	972,000 00	.....	2,086,800 00	36,578 00	35.73	1,306,947 30
Joplin & Western	91,600 00	69,000 00	.....	160,600 00	34,989 00	.....	.....
Kanopolis & Kansas Central	300,000 00	225,000 00	135,000 00	660,000 00	46,610 00	14.16	660,000 00
Kansas City & Southwestern of Missouri	207,000 00	407,000 00	.....	614,000 00	29,662 00	.....	.....
Kansas City & Southwestern	276,000 00	550,000 00	346,500 00	1,172,500 00	43,426 00	27.00	1,172,500 00
Kansas & Colorado Pacific	25,498,100 00	23,532,000 00	9,205,858 34	58,235,958 34	40,177 00	1,433.89	57,609,398 53
Pueblo & State Line	1,550,000 00	227,000 00	.....	3,820,000 00	25,112 00	.....	.....
Kansas Southwestern	397,440 00	37,200 00	234,360 00	1,003,800 00	40,333 00	24.91	1,003,800 00
Le Roy & Caney Valley	540,000 00	520,000 00	13,000 00	1,073,000 00	20,272 00	51.78	1,073,000 00
Nebraska Southern	241,800 00	242,000 00	.....	483,800 00	30,012 00	.....	.....
Nevada & Minden	450,000 00	.....	.....	450,000 00	13,821 00	.....	.....
Nevada & Minden Railway of Kansas	675,000 00	.....	.....	675,000 00	16,403 00	41.15	675,000 00
Omaha Belt	800,000 00	.....	.....	800,000 00	49,474 00	.....	.....
Omaha Southern	382,300 00	382,000 00	.....	764,300 00	30,043 00	.....	.....
Pacific Railway in Nebraska	1,095,800 00	1,095,000 00	.....	2,190,800 00	30,011 00	1.75	52,219 05
Rooks County	500,000 00	275,000 00	189,750 00	964,750 00	52,862 00	18.25	964,750 00
St. Louis, Oak Hill & Carondelet	400,000 00	400,000 00	.....	800,000 00	126,984 00	.....	.....

14. Central Branch Union Pacific	1,000,000 00	5,983,341 39	2,852,626 58	9,835,967 97	98,359 67	100.00	9,835,967 97
Atchison, Colorado & Pacific	1,522,400 00	4,070 00	919,455 00	6,511,855 00	25,557 06	254.79	6,511,855 00
Atchison, Jewell County & Western	202,400 00	542,000 00	122,340 00	866,740 00	25,949 42	33.40	866,740 00
15. Kansas City Northwestern	3,500,000 00	935,680 80	172,934 60	4,608,615 40	32,685 21	141.00	4,608,615 40
16. St. Joseph & Grand Island	13,527,600 00	3,500,000 00	125,887 87	17,153,487 87	68,324 09	138.37	9,453,991 54
17. St. Louis & San Francisco	50,000,000 00	37,618,850 00	1,475,087 80	89,093,937 80	76,669 24	268.95	20,620,192 08
Fort Smith & Van Buren Bridge Company	.....	.....	.....	.....	.....	.....	.....
Kansas City & Southwestern	.....	.....	.....	.....	.....	.....	.....
18. Kansas Midland	3,004,200 00	2,680,000 00	.....	5,684 200 00	53,237 79	106.77	5,684,200 00
19. St. Louis, Kansas & Southwestern	1,180,000 00	890,000 00	26,262 54	2,096,262 54	35,319 84	59.35	2,096,262 54
St. Louis, Salem & Arkansas	.....	.....	.....	.....	.....	.....	.....
20. Union Terminal	2,000,000 00	1,550,000 00	.....	3,550,000 00	491,689 75	7.22	3,550,000 00
21. Union Pacific	60,868,500 00	132,508,245 97	7,187,174 87	200,563,920 84	109,653 08	480.53	34,300,817 39
22. Junction City & Fort Kearney	1,056,100 00	1,141,000 00	1,251,400 67	3,448,500 67	39,183 21	88.01	3,448,500 67
23. Kansas Central	1,348,000 00	1,346,000 00	2,370,226 57	5,064,226 57	30,571 20	165.82	5,064,226 57
Lawrence & Emporia	465,000 00	465,000 00	533,712 61	1,463,712 61	47,771 29	30.64	1,463,712 61
24. Omaha & Republican Valley	2,420,550 00	5,941,000 00	4,659,954 39	13, 021,504 39	27,013 17	67.60	1,826,090 29
25. Salina & Southwestern	2>8,400 00	540,000 00	405,458 61	1,233,858 61	34 795 54	35.46	1,233,858 61
26. Solomon	1,108,850 00	575,000 00	246,120 00	1.929,970 00	33,960 40	56.83	1 929,970 00
27. Union Pacific, Lincoln & Colorado	2,309,800 00	4,380,000 00	905,716 22	7,595,516 22	33,705 42	225.35	7,595,516 22
28. Wichita & Western	1,035,000 00	1,747,000 00	1,255,832 04	4,037,832 04	32,393 35	94.76	4,037,832 04
Totals	$766,043,488 90	$796,640,095 71	$53,845,897 14	$1,616,529,481 75	[1]$55,267 04	8,832.80	$439,784,893 23

1. This average is arrrived at by using mileage for division of capital stock.

TABLE No. 5.—Cost of Road and Equipment to June 30, 1897.

Roads.	Cost of road.		Cost of equipment.	Total cost of road and equipment.	Total per mile.	Stocks owned.		Bonds owned.	
	Total.	Per mile.				Par value.	Valuation.	Par value.	Valuation.
1. Atchison, Topeka & Santa Fe	$386,830,684 58	$84,933 09	$91,674 55	$386,922,359 13	$85,173 40	$32,400 00	$15,320 09	$21,212,666 42	$3,257,982 30
2. Chicago, Burlington & Quincy	[2]205,740,341 05	36,386 33	.....	205,740,341 05	36,386 33	40,200,019 82	22,885,501 79	21,562,178 87	15,119,118 85
3. Chicago Great Western	52,009,070 02	61,560 11	2,385,931 70	54,395,001 72	64,384 20	9,088,799 18	899,269 84	.....	.....
4. Chicago, Rock Island & Pacific	89,893,688 89	31,205 50	15,670,308 85	105,563,997 74	36,645 26	.....	.....	.....	.....
5. Hutchinson & Southern	779,376 78	8,473 85	51,740 50	831,117 28	8,473 85	.....	.....	.....	.....
6. Kansas City Belt	2,123,516 93	212,351 69	62,380 68	2,185,897 61	218,589 76	.....	.....	.....	.....
7. Kansas City, Fort Scott & Memphis	25,657,720 80	35,565 58	4,870,978 01	30,528,698 81	42,317 51	7,981,700 00	209,561 76	.....	.....
8. Kansas City, Clinton & Springfield,	4,802,504 64	29,530 25	240,816 66	5,043,321 30	31,011 01	.....	.....	.....	.....
9. Kansas City, Pittsburg & Gulf	[1]	.....	.....	.....	.....	400,000 00	10,017,000 00	10,017,000 00	10,017,000 00
Leavenworth Terminal Rly. & B. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....
10. Leavenworth, Topeka & Southwestern,	.....	.....	.....	.....	.....	.....	.....	.....	.....
11. Manhattan, Alma & Burlingame	1,649,941 00	29,140 60	28,059 00	1,678,000 00	29,636 17	.....	.....	.....	.....
12. Missouri, Kansas & Texas	[2]140,284,065 40	.....	.....	140,284,065 40	76,196 00	10,673,409 66	933,719 96	50,784 79	37,900 00
Kansas City & Pacific	[2]5,000,000 00	.....	.....	5,000,000 00	38,443 78	.....	.....	.....	.....
13. Missouri Pacific	41,257,725 97	38,900 36	8,580,843 30	49,838,569 27	46,990 92	70,429,722 33	28,296,495 49	34,247,500 00	28,181,559 55
Kanopolis & Kansas Central	525,000 00	37,076 27	.....	525,000 00	37,076 27	.....	.....	.....	.....
Kansas City & Southwestern	826,000 00	30,592 59	.....	826,000 00	30,592 59	.....	.....	.....	.....
Kansas & Colorado Pacific	49,030,100 00	33,825 52	.....	49,030,100 00	33,825 52	7,000,000 00	1 00	.....	.....
Kansas Southwestern	769,440 00	30,888 80	.....	769,440 00	30,888 80	.....	.....	.....	.....
Le Roy & Caney Valley	1,060,000 00	20,471 23	.....	1,060,000 00	20,471 23	.....	.....	.....	.....
Rooks County	775,000 00	42,465 75	.....	775,000 00	42,465 75	.....	.....	.....	.....
14. Central Branch Union Pacific	[2]3,998,019 76	39,980 19	.....	3,998,019 76	39,980 19	9,000 00	9,000 00	.....	.....
15. Kansas City Northwestern	3,994,046 55	24,707 99	450,680 80	4,444,727 35	27,495 99	.....	.....	29,887 49	29,887 49
16. St. Joseph & Grand Island	.....	.....	.....	.....	.....	.....	.....	.....	.....
17. St. Louis & San Francisco	79,598,495 74	.....	2,490,706 06	82,089,201 80	70,641 71	43,141,874 50	25,432 00	6,681,163 16	39,211 47
Kansas City & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....
18. Kansas Midland	5,684,200 00	.....	.....	5,684,200 00	53,237 79	.....	.....	.....	.....
19. St. Louis, Kansas & Southwestern,	2,092,001 46	.....	.....	2,092,001 46	35,248 55	.....	.....	.....	.....
20. Union Terminal	3,550,000 00	491,689 75	.....	3,550,000 00	491,689 75	.....	.....	.....	.....
21. Union Pacific	142,317,351 07	77,797 53	13,138,390 36	155,450,741 43	84,977 87	[3]49,757,452 35	17,868,360 82	[4]37,496,459 40	29,719,961 12
22. Junction City & Fort Kearney	2,217,548 72	25,196 55	.....	2,217,548 72	25,196 55	.....	.....	.....	.....
23. Kansas Central	2,551,832 15	15,404 96	67,427 19	2,619,259 34	15,812 00	25,000 00	250 00	.....	.....
Lawrence & Emporia	985,611 11	32,167 46	.....	985,611 11	32,167 46	.....	.....	.....	.....
24. Omaha & Republican Valley	8,272,011 55	17,160 42	384,577 00	8,656,588 55	17,958 23	.....	.....	.....	.....
25. Salina & Southwestern	838,034 89	23,633 25	.....	838,034 89	23,633 25	.....	.....	.....	.....
26. Solomon	1,705,890 98	30,017 44	.....	1,705,890 98	30,017 44	.....	.....	.....	.....
27. Union Pacific, Lincoln & Colorado,	6,240,590 05	27,692 87	614,125 00	6,854,715 05	30,418 08	.....	.....	.....	.....
28. Wichita & Western	2,687,902 98	28,365 37	77,530 04	2,765,433 02	29,183 55	.....	.....	.....	.....
Totals	$1,275,747,713 07	$38,584 85	$49,201,169 70	$1,324,948,882 77	$40,072 94	$238,739,377 84	$81,159,912 66	$131,297,640 13	$86,402,620 78

NOTES TO TABLE NO. 5.

1. The Kansas City, Pittsburg & Gulf Rld. was built under contract with a construction company, under which they locate, construct, and equip it, for which they are paid by the railroad company with stock amounting to $25,000 per mile, and trust mortgage bonds amounting to $25,000 per mile so constructed of new line, yard, and terminal.

2. Includes equipment.

3. In addition to the stocks enumerated, the company owns the following stocks, which are held by the trustees under the Kansas Pacific consolidated mortgage trust:

Denver & Boulder Valley Rld. Co	$17,000
Denver, Boulder & Caribou Rly. Co	60,000
Junction City & Fort Kearney Rly. Co	720,000
Solomon Rld. Co	1,000,500
National Land Co	200,000
Total	$1,997,500

These stocks, entered at $17,252, form a part of the item "Other Permanent Investments."

4. In addition to the bonds enumerated, the company owns the following bonds, which are deposited with the trustees under the Kansas Pacific consolidated mortgage:

Denver & Boulder Valley Rld. Co. (property only, no bonds)	$550,000
Golden, Boulder & Caribou Rly. Co., 8 per cent	60,000
Junction City & Fort Kearney Rly. Co., 7 per cent	970,000
Lawrence & Emporia Rly. Co., 6 per cent	465,000
Solomon Rld. Co	575,000
Salina & Southwestern Rly. Co., 6 per cent	540,000
Total	$3,160,000

The bonds, entered at par, form a part of "Other Permanent Investments."

The following bonds owned by the company are held by the American Loan & Trust Co., Boston, in trust, for the benefit of the lien and mortgage creditors of the Kansas Pacific Rly. Co:

Kansas Pacific Rly. Co. consolidated mortgage, 6 per cent	$116,000
Colorado Central Rld. Co., 7 per cent	197,000
Junction City & Fort Kearney Rld. Co., 7 per cent	171,000
Omaha & Republican Valley Rly. Co., consol., 5 per cent	636,000
Union Pacific, Denver & Gulf Rly. Co., consol., 5 per cent	149,000
Union Pacific, Lincoln & Colorado Rly. Co., 5 per cent	74,000
Total	$1,343,000

These bonds, entered at $1,249,442.55, form a part of the item "Sinking Fund."

The following bonds owned by the company are held by John A. Stewart, trustee of the Kansas Pacific, Denver extension, sinking fund:

Kansas Pacific, Denver extension, 6 per cent	$1,872,000
Union Pacific, eastern division, 6 per cent	304,000
Union Pacific, middle division, 6 per cent	385,000
Total	$2,561,000

These bonds, entered at par, form a part of the item "Sinking Fund."

TABLE No. 6.—Current Assets and Liabilities. Cash

	Roads.	Cash.	Bills receivable.
1.	Atchison, Topeka & Santa Fe	$2,498,282 20	$147,276 06
2.	Chicago, Burlington & Quincy	2,792,756 96	1,503,615 65
3.	Chicago Great Western	509,812 74	54,896 69
4.	Chicago, Rock Island & Pacific	1,627,513 33	229,548 37
5.	Hutchinson & Southern	2,007 90	.....
6.	Kansas City Belt	7,726 27	1,040 00
7.	Kansas City, Fort Scott & Memphis	203,818 19	57,058 71
8.	Kansas City, Clinton & Springfield	25,583 08	.....
9.	Kansas City, Pittsburg & Gulf	195,694 39	.....
	Leavenworth Terminal Railway & Bridge Co	17,147 13	4,000 00
10.	Leavenworth, Topeka & Southwestern	.....	.....
11.	Manhattan, Alma & Burlingame	.....	.....
12.	Missouri, Kansas & Texas	519,289 30	682 85
	Kansas City & Pacific	.....	.....
13.	Missouri Pacific	595,403 39	9,027 18
	Kanopolis & Kansas Central	.....	.....
	Kansas City & Southwestern	.....	.....
	Kansas & Colorado Pacific	.....	.....
	Kansas Southwestern	.....	.....
	Le Roy & Caney Valley	.....	.....
	Rooks County	.....	.....
14.	Central Branch Union Pacific	.....	.....
	Atchison, Colorado & Pacific	.....	.....
	Atchison, Jewell County & Western	.....	.....
15.	Kansas City Northwestern	14,202 27	.....
16.	St. Joseph & Grand Island[2]	32,007 41	.....
17.	St. Louis & San Francisco	1,773,579 54	2,023 97
18.	Kansas Midland	.....	.....
19.	St. Louis, Kansas & Southwestern	.....	.....
20.	Union Terminal	.....	.....
21.	Union Pacific	[3]803,841 36	1,312,873 76
22.	Junction City & Fort Kearney	.....	.....
23.	Kansas Central	.....	.....
	Lawrence & Emporia	.....	.....
24.	Omaha & Republican Valley	.....	.....
25.	Salina & Southwestern	.....	.....
26.	Solomon	.....	.....
	St. Joseph & Grand Island[1]	.....	.....
27.	Union Pacific, Lincoln & Colorado	.....	.....
28.	Wichita & Western	.....	1,700 00
	Totals	$11,618,665 46	$3,323,743 24

1. From July 1, 1896, to February 28, 1897, inclusive.
2. From March 1, 1897, to June 30, 1897, inclusive.
3. Current income account of receivers of Union Pacific Rly. Co.

and current assets available for payment of current liabilities.

Due from agents.	Net traffic balances due from other companies.	Due from solvent companies and individuals.	Other cash assets, excluding material and supplies.	Balance, current liabilities.	Total.	
$119,157 10	.....	$2,027,485 57	.....	.....	$4,792,200 93	1
2,656 66	.....	1,618,949 15	$17,379 59	.....	5,935,358 01	2
88,910 12	.....	264,318 95	61,690 10	$1,803,485 99	2,783,114 59	3
387,163 32	$32,683 79	179,910 88	.....	.....	2,456,819 69	4
2,555 76	.....	33,880 87	.....	823,767 61	862,212 14	5
61,788 51	26,486 83	.....	.....	.....	97,041 61	6
105,729 80	291,353 16	.....	331,128 06	153,922 62	1,143,010 54	7
3,041 07	3,511 19	23,863 85	.....	454,578 96	510,578 15	8
38,849 51	176,144 07	58,813 15	.....	7,438 25	476,939 37	9
.....	.....	458 83	.....	12,179 66	33,785 62	
.....	.....	.....	.....	.....	.....	10
233 28	1,409 55	.....	.....	263,409 42	265,052 25	11
196,501 83	179,180 91	.....	34,382 95	873,339 14	1,803,326 98	12
.....	.....	.....	.....	.....	.....	
192,560 97	.....	1,895,943 17	2,938,334 27	.....	5,631,268 98	13
.....	.....	.....	.....	135,000 00	135,000 00	
.....	.....	.....	.....	346,500 00	346,500 00	
.....	.....	13,433 33	.....	9,192,425 01	9,205,858 34	
.....	.....	.....	.....	234,360 00	234,360 00	
.....	.....	13,000 00	.....	.....	13,000 00	
.....	.....	.....	.....	189,750 00	189,750 00	
.....	.....	.....	129,423 54	2,723,203 04	2,852,626 58	14
.....	.....	.....	1,116,508 48	.....	1,116,508 48	
.....	.....	.....	150,932 92	.....	150,932 92	
1,027 92	.....	23,937 73	5,350 23	128,416 45	172,934 60	15
11,874 42	5,905 34	24,124 27	42,230 59	9,745 84	125,887 87	16
143,278 82	50,872 46	144,868 47	20,445 88	.....	2,135,069 14	17
.....	.....	6,026 66	.....	.....	6,026 66	18
.....	.....	.....	.....	26,262 54	26,262 54	19
.....	.....	.....	.....	.....	.....	20
.....	.....	6,596,656 35	[4]3,348,083 41	.....	12,061,454 88	21
.....	.....	27,683 34	.....	1,223,717 33	1,251,400 67	22
.....	.....	.....	.....	2,370,226 57	2,370,226 57	23
.....	.....	.....	.....	533,712 61	533,712 61	
.....	.....	.....	159,921 57	4,500,032 82	4,659,954 39	24
.....	.....	.....	12,287 05	393,171 56	405,458 61	25
.....	.....	.....	133,150 99	112,969 01	246,120 00	26
.....	.....	107,361 53	293,158 07	1,120,819 12	1,521,338 72	
.....	.....	.....	29,742 72	875,973 50	905,716 22	27
621 57	.....	63,850 26	.....	1,189,660 21	1,255,832 04	28
$1,355,950 66	$767,547 30	$13,124,566 96	$8,824,100 42	$29,698,067 26	$68,712,640 70	

4. Current income account of receivers of Omaha Bridge division; receivers Dexter Ames mortgage; Receivers of Cheyenne branch; receivers of Kansas Pacific consolidated mortgage property.

TABLE No. 6 — *Concluded.* **Current Assets and Liabili-**

	Roads.	Receivers' certificates.	Loans and bills payable.	Audited vouchers and accounts.
1.	Atchison, Topeka & Santa Fe			$1,102,629 26
2.	Chicago, Burlington & Quincy			1,089,077 40
3.	Chicago Great Western		$1,766,011 51	576,277 81
4.	Chicago, Rock Island & Pacific		178,931 96	321,450 07
5.	Hutchinson & Southern	$60,000 00	779,599 48	14,709 20
6.	Kansas City Belt			5,998 76
7.	Kansas City, Fort Scott & Memphis		685,734 29	241,758 03
8.	Kansas City, Clinton & Springfield		484,000 00	10,160 47
9.	Kansas City, Pittsburg & Gulf		5,665 18	323,180 59
	Leavenworth Terminal Railway & Bridge Co.		8,400 00	10,260 62
10.	Leavenworth, Topeka & Southwestern			
11.	Manhattan, Alma & Burlingame		232,988 82	18,435 81
12.	Missouri, Kansas & Texas			1,254,709 20
	Kansas City & Pacific			
13.	Missouri Pacific		1,793,979 60	1,319,644 26
	Kanopolis & Kansas Central			
	Kansas City & Southwestern			
	Kansas & Colorado Pacific			
	Kansas Southwestern			
	Le Roy & Caney Valley			
	Rooks County			
14.	Central Branch Union Pacific			2,360,651 58
	Atchison, Colorado & Pacific			
	Atchison, Jewell County & Western			
15.	Kansas City Northwestern			88,028 19
16.	St. Joseph & Grand Island [1]			60,727 35
17.	St. Louis & San Francisco			426,785 31
18.	Kansas Midland			
19.	St. Louis, Kansas & Southwestern			26,262 54
20.	Union Terminal			
21.	Union Pacific			416,107 65
22.	Junction City & Fort Kearney			145,550 67
23.	Kansas Central			1,242,826 57
	Lawrence & Emporia			115,212 61
24.	Omaha & Republican Valley			1,641,471 24
25.	Salina & Southwestern			35,228 61
26.	Solomon			
	St. Joseph & Grand Island [2]			258,493 72
27.	Union Pacific, Lincoln & Colorado			135,741 22
28.	Wichita & Western		385,901 47	28,166 62
	Totals	$60,000 00	$6,321,212 31	$13,269,545 36

1. From March 1, 1897, to June 30, 1897, inclusive.
2. From July 1, 1896, to February 28, 1897, inclusive.

ties. Current liabilities accrued to and including June 30, 1897.

Wages and salaries.	Net traffic balances due to other companies.	Dividends not called for.	Matured interest coupons not paid, including coupons due July 1, 1897.	Miscellaneous.	Balance cash assets.	Total.	
$1,007,771 41	$144,244 68	.....	$129,499 00	.....	$2,408,056 58	$4,792,200 93	1
450,144 89	289,270 30	$647 50	1,736,364 50	$65,069 31	2,304,784 11	5,935,358 01	2
239,236 09	.....	32,310 00	70,578 75	98,700 43	.....	2,783,114 59	3
38,402 18	.....	.....	.....	.....	1,918,035 48	2,456,819 69	4
6,849 67	1,053 79	.....	.....	.....	.....	862,212 14	5
5,947 54	4,622 78	.....	61,770 00	4,182 00	14,520 53	97,041 61	6
162,009 08	31,818 64	.....	21,690 50	.....	.....	1,143,010 54	7
10,111 66	.....	.....	1,602 50	4,703 52	.....	510,578 15	8
.....	.....	.....	.....	22,031 83	126,061 77	476,939 37	9
.....	.....	.....	15,125 00	.....	.....	33,785 62	
.....	.....	.....	.....	.....	.....	.....	10
598 04	12,970 03	.....	.....	.....	59 55	265,052 25	11
336,347 24	19,123 52	.....	191,390 00	.....	1,757 02	1,803,326 98	12
.....	.....	.....	.....	.....	.....	.....	
849,666 03	121,466 63	.....	571,840 00	166,660 50	808,011 96	5,631,268 98	13
.....	.....	.....	135,000 00	.....	.....	135,000 00	
.....	.....	.....	346,500 00	.....	.....	346,500 00	
.....	.....	.....	8,524,858 34	681,000 00	.....	9,205,858 34	
.....	.....	.....	234,360 00	.....	.....	234,360 00	
.....	.....	.....	13,000 00	.....	.....	13,000 00	
.....	.....	.....	189,750 00	.....	.....	189,750 00	
.....	.....	.....	491,975 00	.....	.....	2,852,626 58	14
.....	.....	.....	919,455 00	.....	197,053 48	1,116,508 48	
.....	.....	.....	122,340 00	.....	28,592 92	150,932 92	
.....	965 04	.....	72,750 00	11,191 37	.....	172,934 60	15
28,735 71	.....	.....	35,000 00	1,424 81	.....	125,887 87	16
20,700 85	.....	.....	707,094 00	320,507 64	659,981 34	2,135,069 14	17
.....	.....	.....	.....	.....	6,026 66	6,026 66	18
.....	.....	.....	.....	.....	.....	26,262 54	19
.....	.....	.....	.....	.....	.....	.....	20
2,941 51	51,372 46	18,709 27	6,305,043 98	393,000 00	4,874,280 01	12,061,454 88	21
.....	.....	.....	1,105,850 00	.....	.....	1,251,400 67	22
.....	.....	.....	1,127,400 00	.....	.....	2,370,226 57	23
.....	.....	.....	418,500 00	.....	.....	533,712 61	
.....	.....	.....	3,018,483 15	.....	.....	4,659,954 39	24
.....	.....	.....	370,230 00	.....	.....	405,458 61	25
.....	.....	.....	246,120 00	.....	.....	246,120 00	26
.....	.....	.....	1,262,845 00	.....	.....	1,521,338 72	
.....	.....	.....	769,975 00	.....	.....	905,716 22	27
159 98	2,954 04	.....	838,560 00	89 93	.....	1,255,832 04	28
$3,159,621 88	$679,861 91	$51,666 77	$30,054,949 72	$1,768,561 34	$13,347,221 41	$68,712,640 70	

TABLE No. 3.—Debt, Entire Line.

Roads.	Funded debt. Mortgage bonds.	Funded debt. Miscellaneous obligations.	Funded debt. Total.	Mileage for division of funded debt.	Funded debt per mile of road.	Current liabilities.	Mileage for division of current liabilities.	Current liabilities per mile of road.	Total debt per mile of road.	Total debt representing road in Kansas.
		$1,250,000 00								
1. Atchison, Topeka & Santa Fe	$121,218,750 00	51,728,000 00	$174,196,750 00	7,228.72	$24,199 00	$2,384,144 35	4,540.51	$525 00	$24,724 00	$60,298,374 64
2. Chicago, Burlington & Quincy	129,034,900 00	.....	129,034,900 00	5,654.33	22,821 00	3,630,573 90	5,654.33	642 00	23,463 00	6,091,464 06
Quincy, Alton & St. Louis	840,000 00	.....	840,000 00	46.36	18,119 00	.....	.....	.....	18,119 00	.....
3. Chicago Great Western	2,823,150 00	1,227,177 55	4,050,327 55	844.85	4,794 12	2,783,114 59	844.85	3,294 22	8,089 00	.....
4. Chicago, Rock Island & Pacific	53,619,000 00	9,093,000 00	62,712,000 00	2,880.70	21,769 00	538,784 21	2,880.70	187 00	21,956 00	23,217,372 20
Des Moines & Fort Dodge	3,072,000 00	.....	3,072,000 00	143.76	21,369 00	.....	.....	.....	21,369 00	.....
Keokuk & Des Moines	2,750,000 00	.....	2,750,000 00	162.20	16,954 00	.....	.....	.....	16,954 00	.....
Peoria & Bureau Valley	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5. Hutchinson & Southern	.....	.....	.....	109.98	.....	862,212 14	109.98	7,839 00	7,839 00	.....
6. Kansas City Belt	2,050,000 00	.....	2,050,000 00	10.00	205,000 00	82,521 08	10.00	8,252 10	213,252 10	633,358 73
7. Kansas City, Fort Scott & Memphis	16,623,000 00	1,081,000 00	17,704,000 00	721.45	24,676 00	1,143,010 54	721.45	1,584 00	26,260 00	6,784,796 20
8. Kansas City, Clinton & Spr'gfield,	3,250,000 00	.....	3,250,000 00	162.63	19,984 00	510,578 15	162.63	3,139 00	23,123 00	268,689 26
9. Kansas City, Pittsburg & Gulf	18,317,000 00	.....	18,317,000 00	732.68	25,000 00	350,877 60	732.68	478 00	25,650 00	468,285 64
Leavenworth Ter. Rly. & Bridge Co.	600,000 00	.....	600,000 00	1.75	342,857 13	33,785 62	1.75	19,306 00	362,163 13	271,622 34
10. Leavenworth, Topeka & S'thwestern,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11. Manhattan, Alma & Burlingame	678,000 00	.....	678,000 00	56.62	11,974 57	285,052 25	56.62	4,681 00	16,655 57	943,052 25
12. Missouri, Kansas & Texas	70,523,000 00	.....	70,523,000 00	1,841.09	38,305 00	1,803,326 98	1,841.09	979 00	39,284 00	10,885,989 24
Denison & Washita Valley	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas City & Pacific	2,500,000 00	.....	2,500,000 00	130.06	19,221 89	.....	.....	.....	19,221 89	2,402,736 25
Missouri, Kansas & Eastern	4,500,000 00	.....	4,500,000 00	161.70	27,829 00	.....	.....	.....	.....	.....
Wichita Falls	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13. Missouri Pacific	30,000,000 00	32,138,000 00	62,138,000 00	1,060.60	58,587 00	4,823,257 02	1,060.60	4,547 00	63,134 00	11,191,132 84
Boonville, St. Louis & Southern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fort Scott Central	972,000 00	.....	972,000 00	57.05	17,037 00	.....	.....	.....	17,037 00	608,756 30
Joplin & Western	69,000 00	.....	69,000 00	4.59	15,032 00	.....	.....	.....	15,032 00	.....
Kanopolis & Kansas Central	225,000 00	.....	225,000 00	14.16	15,890 00	135,000 00	14.16	9,534 00	25,424 00	360,000 00
Kan. City & Southwestern of Mo.,	407,000 00	.....	407,000 00	20.70	19,662 00	.....	.....	.....	.....	.....
Kansas City & Southwestern	550,000 00	.....	550,000 00	27.00	20,371 00	346,500 00	27.00	12,833 00	33,203 00	896,500 00
Kansas & Colorado Pacific	23,532,000 00	.....	23,532,000 00	1,449.50	16,235 00	9,205,858 34	1,449.50	6,351 00	22,586 00	32,385,839 54
Pueblo & State Line	2,270,000 00	.....	2,270,000 00	152.12	14,922 00	.....	.....	.....	14,922 00	.....
Kansas Southwestern	372,000 00	.....	372,000 00	24.91	14,934 00	234,360 00	24.91	9,444 00	24,378 00	606,360 00
Le Roy & Caney Valley	520,000 00	.....	520,000 00	51.78	10,042 00	13,000 00	51.78	251 00	10,293 00	533,000 00
Nebraska Southern	242,000 00	.....	242,000 00	16.12	15,012 00	.....	.....	.....	15,012 00	.....
Nevada & Minden	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nevada & Minden Rly. of Kansas,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Omaha Belt	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Omaha Southern	382,000 00	.....	382,000 00	25.44	15,015 00	.....	.....	.....	15,015 00	.....
Pacific Rly. in Nebraska	1,095,000 00	.....	1,095,000 00	73.00	15,000 00	.....	.....	.....	15,000 00	26,100 00
Rooks County	275,000 00	.....	275,000 00	18.25	15,068 00	189,750 00	18.25	10,397 00	25,465 00	464,750 00
St. Louis, Oak Hill & Carondelet,	400,000 00	.....	400,000 00	6.30	63,492 00	.....	.....	.....	63,492 00	.....

14.	Central Branch Union Pacific. ...	1,600,000 00	4,383,341 39	5,983,341 39	100.00	59,833 41	2,852,626 58	100.00	28,526 26	88,359 67	8,835,967 97
	Atchison, Colorado & Pacific..	4,070,000 00	.....	4,070,000 00	254.79	15,973 94	919,455 00	254.79	3,608 00	19,581 94	4,989,455 00
	Atchison, Jewell Co. & West..	542,000 00	.....	542,000 00	33.40	16,227 54	122,340 00	33.40	3,662 00	19,889 54	664,340 00
15.	Kansas City Northwestern.....	485,000 00	450,680 80	935,680 80	141.00	6,636 04	172,934 60	141.00	1,226 00	7,862 04	1,108,615 40
16.	St. Joseph & Grand Island.....	3,500,000 00	.....	3,500,000 00	251.06	13,941 00	125,887 87	251.06	504 00	14,442 00	1,998,339 54
17.	St. Louis & San Francisco.....	37,618,850 00	.....	37,618,850 00	1,162.05	32,372 83	1,475,087 80	1,162.05	1,269 00	33,641 83	9,047,970 17
	Ft. Smith & Van Buren Bridge Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Kansas City & Southwestern.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18.	Kansas Midland.....	1,608,000 00	1,072,000 00	2,680,000 00	106.77	25,100 68	.....	106.77	.....	25,100 68	2,680,000 00
19.	St. Louis, Kansas & Southwestern.	890,000 00	.....	890,000 00	59.35	14,995 78	26,262 54	59.35	442 00	15,437 78	916,262 54
	St. Louis, Salem & Arkansas.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20.	Union Terminal.....	1,550,000 00	.....	1,550,000 00	7.22	214,681 44	.....	.....	.....	91,689 75	1,550,000 00
21.	Union Pacific.....	132,001,245 97	507,000 00	132,508,245 97	1,829.33	72,435 39	7,187,174 87	1,822.29	3,944 03	76,379 42	18,311,826 99
22.	Junction City & Fort Kearney....	1,141,000 00	.....	1,141,000 00	88.01	12,964 43	1,251,400 67	88.01	14,219 00	27,183 43	2,392,400 67
23.	Kansas Central.....	1,346,000 00	.....	1,346,000 00	165.65	8,125 57	2,370,226 57	165.65	14,308 00	22,433 57	3,716,226 57
	Lawrence & Emporia.....	465,000 00	.....	465,000 00	30.64	15,176 24	533,712 61	30.64	17,418 81	32,594 24	998,712 61
24.	Omaha & Republican Valley.....	5,941,000 00	.....	5,941,000 00	482.04	12,324 70	4,659,954 39	482.04	9,667 00	21,991 70	1,486,638 82
25.	Salina & Southwestern.....	540,000 00	.....	540,000 00	35.46	15,228 43	405,458 61	35.46	11,434 00	26,662 43	945,458 61
26.	Solomon.....	575,000 00	.....	575,000 00	56.83	10,117 89	246,120 00	56.83	4,330 81	14,447 89	821,120 00
27.	Union Pac., Lincoln & Colorado..	4,380,000 00	.....	4,380,000 00	225.35	19,436 43	905,716 22	225.35	4,019 16	23,455 43	5,285,716 22
28.	Wichita & Western.....	1,747,000 00	.....	1,747,000 00	124.65	14,015 24	1,255,832 04	124.65	10,074 86	24,099 24	3,002,832 04
	Totals.....	$693,709,895 97	$102,930,199 74	$796,610,094 71	29,044.00	$27,428 73	$53,845,897 14	25.342.13	$2,085 29	$29,514 02	$228,090,062 74

TABLE No. 4.—Capital Stock and Debt.

Roads.	Capital stock.	Funded debt.	Current liabilities.	Total stock and debt.	Stock and debt per mile of road.	Mileage in Kansas.	Stock and debt representing road in Kansas.
1. Atchison, Topeka & Santa Fe	$233,486,000 00	$174,196,750 00	$2,384,144 35	$410,066,894 35	$57,051 00	2,450.31	$139,139,401 86
2. Chicago, Burlington & Quincy	82,004,200 00	129,034,900 00	3,630,573 90	214,669,673 90	37,966 00	259.62	9,856,732 92
Quincy, Alton & St. Louis	970,100 00	840,000 00	.....	1,810,100 00	39,044 00	.....	.....
3. Chicago Great Western	51,597,773 99	4,050,327 55	2,783,114 59	58,431,216 04	69,162 64	.....	.....
4. Chicago, Rock Island & Pacific	46,156,000 00	62,712,000 00	538,784 21	109,406,784 21	37,978 00	1,057.45	40,159,836 10
Des Moines & Fort Dodge	5,046,500 00	3,072,000 00	.....	8,118,500 00	56,473 00	.....	.....
Keokuk & Des Moines	4,125,000 00	2,750,000 00	.....	6,875,000 00	42,386 00	.....	.....
Peoria & Bureau Valley	1,500,000 00	.....	.....	1,500,000 00	32,200 00	.....	.....
5. Hutchinson & Southern	1,025,000 00	.....	862,212 14	8,182,212 14	.....	87.30	1,025,000 00
6. Kansas City Belt	100,000 00	2,050,000 00	82,521 08	2,232,521 08	223,252 10	2.97	663,058 73
7. Kansas City, Fort Scott & Memphis	12,747,000 00	17,704,000 00	1,143,010 54	31,594,010 54	43,929 00	258.37	11,349,935 73
8. Kansas City, Clinton & Springfield	1,775,400 00	3,250,000 00	510,578 15	5,535,978 15	34,040 00	11.62	395,544 80
9. Kansas City, Pittsburg & Gulf	19,649,000 00	18,317,000 00	350,877 60	38,316,877 60	52,296 00	18.38	961,200 48
Leavenworth Terminal Railway & Bridge Co	600,000 00	600,000 00	33,785 62	1,233,785 62	705,020 26	.75	528,765 19
10. Leavenworth, Topeka & Southwestern	.....	.....	.....	.....	.....	46.57	.....
11. Manhattan, Alma & Burlingame	1,000,000 00	678,000 00	265,052 25	1,943,052 25	34,326 17	56.62	1,943,052 25
12. Missouri, Kansas & Texas	68,462,500 00	70,523,000 00	1,803,326 98	140,788,826 98	76,470 00	277.11	21,190,601 70
Denison & Washita Valley	.....	.....	.....	.....	.....	.....	.....
Kansas City & Pacific	2,500,000 00	2,500,000 00	.....	5,000,000 00	38,443 78	125.00	4,805,472 50
Missouri, Kansas & Eastern	4,500,000 00	4,500,000 00	.....	9,000,000 00	27,829 00	.....	.....
Wichita Falls	.....	.....	.....	.....	.....	.....	.....
13. Missouri Pacific	47,442,375 00	62,138,000 00	4,823,257 02	114,403,632 02	107,866 00	177.26	19,120,327 16
Boonville, St. Louis & Southern	.....	.....	.....	.....	.....	.....	.....
Fort Scott Central	1,114,800 00	972,000 00	.....	2,086,800 00	36,578 00	35.73	1,306,947 30
Joplin & Western	91,600 00	69,000 00	.....	160,600 00	34,989 00	.....	.....
Kanopolis & Kansas Central	300,000 00	225,000 00	135,000 00	660,000 00	46,610 00	14.16	660,000 00
Kansas City & Southwestern of Missouri	207,000 00	407,000 00	.....	614,000 00	29,662 00	.....	.....
Kansas City & Southwestern	276,000 00	550,000 00	346,500 00	1,172,500 00	43,426 00	27.00	1,172,500 00
Kansas & Colorado Pacific	25,498,100 00	23,532,000 00	9,205,858 34	58,235,958 34	40,177 00	1,433.89	57,609,398 53
Pueblo & State Line	1,550,000 00	227,000 00	.....	3,820,000 00	25,112 00	.....	.....
Kansas Southwestern	397,440 00	37,200 00	234,360 00	1,003,800 00	40,333 00	24.91	1,003,800 00
Le Roy & Caney Valley	540,000 00	520,000 00	13,000 00	1,073,000 00	20,272 00	51.78	1,073,000 00
Nebraska Southern	241,800 00	242,000 00	.....	483,800 00	30,012 00	.....	.....
Nevada & Minden	450,000 00	.....	.....	450,000 00	13,821 00	.....	.....
Nevada & Minden Railway of Kansas	675,000 00	.....	.....	675,000 00	16,403 00	41.15	675,000 00
Omaha Belt	800,000 00	.....	.....	800,000 00	49,474 00	.....	.....
Omaha Southern	382,300 00	382,000 00	.....	764,300 00	30,043 00	.....	.....
Pacific Railway in Nebraska	1,095,800 00	1,095,000 00	.....	2,190,800 00	30,011 00	1.75	52,219 05
Rooks County	500,000 00	275,000 00	189,750 00	964,750 00	52,862 00	18.25	964,750 00
St. Louis, Oak Hill & Carondelet	400,000 00	400,000 00	.....	800,000 00	126,984 00	.....	.....

14. Central Branch Union Pacific	1,000,000 00	5,983,341 39	2,852,626 58	9,835,967 97	98,359 67	100.00	9,835,967 97
Atchison, Colorado & Pacific	1,522,400 00	4,070 00	919,455 00	6,511,855 00	25,557 06	254.79	6,511,855 00
Atchison, Jewell County & Western	202,400 00	542,000 00	122,340 00	866,740 00	25,949 42	33.40	866,740 00
15. Kansas City Northwestern	3,500,000 00	935,680 80	172,934 60	4,608,615 40	32,685 21	141.00	4,608,615 40
16. St. Joseph & Grand Island	13,527,600 00	3,500,000 00	125,887 87	17,153,487 87	68,324 09	138.37	9,453,991 54
17. St. Louis & San Francisco	50,000,000 00	37,618,850 00	1,475,087 80	89,093,937 80	76,669 24	268.95	20,620,192 08
Fort Smith & Van Buren Bridge Company	.....	.....	.....	.....	.....	.....	.....
Kansas City & Southwestern	.....	.....	.....	.....	.....	.....	.....
18. Kansas Midland	3,004,200 00	2,680,000 00	.....	5,684 200 00	53,237 79	106.77	5,684,200 00
19. St. Louis, Kansas & Southwestern	1,180,000 00	890,000 00	26,262 54	2,096,262 54	35,319 84	59.35	2,096,262 54
St. Louis, Salem & Arkansas	.....	.....	.....	.....	.....	.....	.....
20. Union Terminal	2,000,000 00	1,550,000 00	.....	3,550,000 00	491,689 75	7.22	3,550,000 00
21. Union Pacific	60,868,500 00	132,508,245 97	7,187,174 87	200,563,920 84	109,653 08	480.53	34,300,817 39
22. Junction City & Fort Kearney	1,056,100 00	1,141,000 00	1,251,400 67	3,448,500 67	39,183 21	88.01	3,448,500 67
23. Kansas Central	1,348,000 00	1,346,000 00	2,370,226 57	5,064,226 57	30,571 20	165.82	5,064,226 57
Lawrence & Emporia	465,000 00	465,000 00	533,712 61	1,463,712 61	47,771 29	30.64	1,463,712 61
24. Omaha & Republican Valley	2,420,550 00	5,941,000 00	4,659,954 39	13, 021,504 39	27,013 17	67.60	1,826,090 29
25. Salina & Southwestern	2*8,400 00	540,000 00	405,458 61	1,233,858 61	34 795 54	35.46	1,233,858 61
26. Solomon	1,108,850 00	575,000 00	246,120 00	1.929,970 00	33,960 40	56.83	1 929,970 00
27. Union Pacific, Lincoln & Colorado	2,309,800 00	4,380,000 00	905,716 22	7,595,516 22	33,705 42	225.35	7,595,516 22
28. Wichita & Western	1,035,000 00	1,747,000 00	1,255,832 04	4,037,832 04	32,393 35	94.76	4,037,832 04
Totals	$766,043,488 90	$796,640,095 71	$53,845,897 14	$1,616,529,481 75	[1]$55,267 04	8,832.80	$439,784,893 23

1. This average is arrrived at by using mileage for division of capital stock.

TABLE No. 7 — *Concluded.* Dividends, Surplus, and Deficit.

Roads.	Dividends paid.	Per cent.	Surplus.		Deficit.	
			For year.	Total.	For year.	Total.
1. Atchison, Topeka & Santa Fe			$1,452,445 60	$1,603,226 60		
2. Chicago, Burlington & Quincy	$3,280,112 00	4	1,370,017 17	10,737,319 90		
3. Chicago Great Western	[4]482,952 00				$27,638 69	$236,206 94
4. Chicago, Rock Island & Pacific	923,116 00	2	625,473 28	1,903,415 34		
5. Hutchinson & Southern					70,583 02	7,312,650 33
6. Kansas City Belt	5,000 00	5	5,932 98	93,956 94		
7. Kansas City, Fort Scott & Memphis	[3]100,941 29		50,332 81	234,971 41		
8. Kansas City, Clinton & Springfield					58,866 67	466,671 43
9. Kansas City, Pittsburg & Gulf			356,565 02	663,502 22		
10. Leavenworth, Topeka & Southwestern					3,394 67	3,394 67
11. Manhattan, Alma & Burlingame					26,735 47	267,757 79
12. Missouri, Kansas & Texas				310,918 97	149,353 45	
13. Missouri Pacific					1,108,614 22	878,160 98
14. Central Branch Union Pacific					399,598 16	2,931,097 90
15. Kansas City Northwestern					11,510 39	79,764 43
16. St. Joseph & Grand Island			22,320 02			
17. St. Louis & San Francisco	100,000 00	2	231,066 94	231,066 94		
18. Kansas Midland			6,026 66	6,026 66		
19. St. Louis, Kansas & Southwestern					4,261 08	4,261 08
20. Union Terminal						
21. Union Pacific					2,175,205 25	4,932,139 13
22. Junction City & Fort Kearney					2,695 02	1,220,956 11
23. Kansas Central					107,062 86	2,461,907 23
24. Omaha & Republican Valley					293,441 68	4,308,539 98
St. Joseph & Grand Island					150,415 40	1,264,463 81
25. Salina & Southwestern					29,249 77	394,336 67
26. Solomon			3,824 60			96,678 03
27. Union Pacific, Lincoln & Colorado					244,802 01	984,128 67
28. Wichita & Western					105,769 61	1,212,205 87
Totals	$4,892,121 29		$4,124,005 08	$15,784,404 98	$4,969,197 42	$29,081,324 05

3. This amount was paid on deficit of the Kansas City, Clinton & Springfield Rly. Co. and Current River Rld. Co., whose bonds were guaranteed by this company.

4. Guaranteed interest on 4-per-cent. debenture stock.

FOR THE STATE OF KANSAS.

TABLE No. 7 a.—Gross Earnings, Operating Expenses, Income or Deficit from Operation, and Taxes Paid.

Roads.	Gross earnings.	Operating expenses.					Income.	Deficit.	Taxes paid in Kansas.
		Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total.			
1. Atchison, Topeka & Santa Fe	$9,059,854 64	$1,804,158 27	$1,108,510 35	$3,300,861 66	$291,203 31	$6,504,733 59	$2,555,121 05	.....	$651,900 14
2. Chicago, Burlington & Quincy	190,056 12	.....	.....	.....	.....	[4]257,143 48	.....	$67,087 36	43,280 83
3. Chicago Great Western	157,078 37	27,254 54	19,029 05	116,831 76	11,561 39	174,676 74	.....	17,598 37	6,506 20
4. Chicago, Rock Island & Pacific	3,484,771 07	755,197 50	317,101 84	1,247,168 75	150,310 16	2,469,778 25	1,014,992 82	.....	262,319 57
5. Hutchinson & Southern	83,169 18	25,318 07	7,956 03	42,717 97	15,348 79	91,340 86	.....	8,171 68	13,120 11
6. Kansas City Belt	64,285 75	2,740 23	2,231 17	12,823 90	4,673 70	22,469 00	41,816 75	.....	3,688 97
7. Kan. City, Ft. Scott & Mem	1,515,929 10	206,106 58	146,245 86	521,948 56	67,656 74	941,957 74	573,971 36	.....	91,324 15
8. Kan. City, Cl. & Spr	33,323 61	8,556 33	1,687 91	9,867 67	582 05	20,693 96	12,629 65	.....	1,984 98
9. Kan. City, Pitts. & G	[3].....	.....	.....	.....	.....	.....	.....	.....	5,748 30
10. Leav., Top. & S. W.	42,052 98	18,615 77	1,318 92	19,273 91	1,700 22	40,908 82	1,144 16	.....	3,156 63
11. Man., Alma & Burlingame	38,328 25	28,333 93	5,634 96	15,556 65	4,812 63	54,338 17	.....	16,009 92	9,257 91
12. Mo., Kan. & Texas	[3].....	.....	.....	.....	.....	.....	.....	.....	100,084 70
13. Missouri Pacific	4,418,704 17	1,118,906 13	481,529 23	2,227,139 84	121,632 10	3,949,207 30	469,496 87	.....	389,097 85
14. Central Branch U. P.	911,928 13	160,144 99	59,358 01	383,156 16	35,971 32	638,630 48	273,297 65	.....	85,449 24
15. Kan. City Northwestern	352,660 26	97,359 66	40,362 58	116,115 28	7,153 36	260,990 88	91,669 38	.....	26,466 92
16. St. Joseph & Grand Island[1]	666,958 15	114,393 36	59,235 19	247,303 36	24,187 97	445,119 88	221,838 27	.....	.....
17. St. Louis & San Francisco	810,877 43	150,175 07	126,056 09	437,199 80	57,141 84	770,572 80	40,304 63	.....	93,416 77
18. Kansas Midland	124,132 25	35,385 39	11,362 15	49,483 66	3,405 52	99,636 72	24,495 53	.....	19,511 09
19. St. L., Kan. & S. W.	10,993 86	5,062 70	1,755 84	7,862 24	341 88	15,022 66	.....	4,028 80	232 28
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	2,503,808 52	352,849 24	327,935 16	906,241 95	79,420 27	1,666,446 62	837,361 90	.....	139,108 15
22. Junc. City & Ft. Kearney	137,458 41	30,128 97	4,811 22	54,728 52	4,613 75	94,282 46	43,175 95	.....	16,057 78
23. Kansas Central	152,017 02	93,501 97	11,347 28	66,444 35	7,396 28	178,689 88	.....	26,672 86	828 95
24. Omaha & Rep. Valley	151,788 81	39,200 07	10,724 05	41,361 84	4,598 67	95,884 63	55,904 18	.....	15,822 32
St. Jo. & Gr. Island[2]	.....	.....	.....	.....	.....	.....	.....	.....	.....
25. Salina & Southwestern	41,517 23	10,625 84	1,558 12	18,173 12	1,850 14	32,207 22	9,310 01	.....	6,458 42
26. Solomon	109,133 44	23,032 82	3,438 65	32 369 19	3,303 19	62,143 85	46,989 59	.....	10,256 64
27. Union Pac., Lin. & Colo	194,117 48	84,628 58	23,148 30	55,671 19	7,875 29	171,323 36	22,794 12	.....	19,519 87
28. Wichita & Western	76,824 54	21,467 94	2.106 12	31,886 01	6,596 26	62,056 33	14,768 21	.....	15,596 43
Totals	$25,331,768 77	$5,213,143 95	$2,774,444 08	$9.962,187 34	$913,336 83	$19,120,255 68	$6,351,082 08	[5]$139,568 99	$2,030,175 20

1. From March 1, 1897, to June 30, 1897, inclusive.
2. From July 1, 1896, to February 28, 1897, inclusive.
3. No report for Kansas.
4. Not apportioned under the different headings.
5. Total deficit should be deducted from total income, which leaves income from operation in Kansas $6,211,513.09.

TABLE No. 8.—Analysis of Operating Expenses. Maintenance of way and structures, entire line.

Roads.	Repairs and renewals.							Stationery and printing.	Other expenses.	Total.
	Roadway.	Rails.	Ties.	Bridges and culverts.	Fences, crossings, signs, and cattle-guards.	Buildings and fixtures.	Telegraph.			
1. Atchison, Topeka & Santa Fe	$2,507,106 73	$395,559 44	$704,524 61	$538,904 06	$48,118 57	$309,195 75	$2,946 11	$21,630 94	$1,660 50	$4,529,646 71
2. Chicago, Burlington & Quincy	[1]2,536,359 10	.....	.....	456,773 30	[2]48,074 19	229,285 20	97,155 43	.....	.....	3,367,647 22
3. Chicago Great Western	424,951 55	6,399 58	92,053 22	85,657 98	15,109 83	38,540 10	7,250 04	5,337 68	6,063 65	681,363 63
4. Chicago, Rock Island & Pacific	1,363,343 21	107,320 14	381,532 36	549,259 73	61,238 20	247,511 36	.....	.....	.....	2,710,205 00
5. Hutchinson & Southern	10,902 06	834 83	1,845 93	2,239 61	281 40	398 30	187 21	.....	8,628 73	25,318 07
6. Kansas City Belt	7,403 48	86 90	438 50	426 04	543 84	259 09	68 52	.....	.....	9,226 37
7. Kansas City, Fort Scott & Memphis	295,410 88	73,500 00	62,371 81	85,738 34	20,814 27	27,343 29	9,877 43	435 63	.....	575,491 65
8. Kansas City, Clinton & Springfield,	35,286 38	1,200 63	21,367 60	15,807 76	6,529 34	3,259 49	1,236 40	52 20	.....	84,739 80
9. Kansas City, Pittsburg & Gulf	195,924 71	8 25	5,535 92	27,704 26	1,926 36	9,485 37	1,107 51	35 20	.....	241,727 58
10. Leavenworth, Topeka & Southwestern,	8,202 19	1,672 90	1,674 83	4,356 90	272 47	325 98	27 77	.....	2,082 73	18,615 77
11. Manhattan, Alma & Burlingame	14,105 87	466 67	5,948 72	4,771 85	855 01	1,634 57	51 24	.....	.....	28,333 93
12. Missouri, Kansas & Texas	740,756 57	[2]24413 57	541,651 29	199,059 49	36,598 66	66,199 02	9,958 85	1,162 02	5,608 39	1,576,580 72
13. Missouri Pacific	1,023,737 62	3,601 97	470,366 46	399,803 05	40,068 72	120,214 76	[4]28,848 59	975 69	8,628 24	2,096,245 10
14. Central Branch Union Pacific	64,729 75	2,128 40	53,429 28	20,536 41	5,297 21	9,725 37	3,730 65	70 56	497 36	160,144 99
15. Kansas City Northwestern	39,799 03	465 28	28,753 08	30,056 02	2,094 89	3,849 39	538 62	17 16	.....	105,573 47
16. St. Joseph & Grand Island	81,759 31	10,111 60	44,915 82	13,879 01	1,772 34	15,511 35	1,042 11	229 41	.....	169,220 95
17. St. Louis & San Francisco	350,228 19	57,306 84	108,470 47	73,790 34	13,698 48	38,311 99	6,259 75	638 34	.....	648,704 40
18. Kansas Midland	21,286 15	.....	12,529 00	594 93	413 62	403 41	132 69	25 59	.....	35,385 39
19. St. Louis, Kansas & Southwestern,	3,488 44	.....	1,305 38	94 93	100 30	39 21	[3]90 96	3 48	.....	5,062 70
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	990,221 06	118,746 54	372,340 09	170,304 21	22,863 09	195,289 48	12,733 83	601 58	.....	1,883,099 88
22. Junction City & Fort Kearney	10,838 71	961 69	7,588 31	6,835 69	419 24	3,387 53	94 22	3 58	.....	30,128 97
23. Kansas Central	28,837 89	21,661 50	13,063 99	23,431 53	4,763 45	1,443 26	295 39	4 96	.....	93,501 97
24. Omaha & Republican Valley	84,786 67	13,129 47	51,397 87	34,956 41	5,917 44	16,861 14	1,800 53	16 81	.....	208,866 34
St. Joseph & Grand Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25. Salina & Southwestern	4,501 74	326 67	3,915 49	344 03	219 96	1,248 72	38 39	84	.....	10,625 84
26. Solomon	9,740 00	2,237 61	5,857 60	1,777 94	538 61	2,795 54	53 61	1 91	.....	23,032 82
27. Union Pacific, Lincoln & Colorado,	31,973 10	823 59	31,963 04	12,873 48	4,506 07	2,127 36	353 18	8 76	.....	84,628 58
28. Wichita & Western	14,852 57	.....	143 49	4,303 92	293 18	1,773 53	101 25	.....	.....	21,487 94
Totals	$10,900,542 96	$319,050 50	$3,025,044 16	$2,764,281 22	$343,328 74	$1,346,419 56	$185,920 28	$31,252 34	$33,169 60	$19,424,595 79

1. Road crossings, signs, and cattle-guards.
2. Fences,
3. Credit should be deducted from total.
4. $118.54 of this amount for repairs of docks and wharves.

TABLE No. 8—*Continued.* Analysis of Operating Expenses. Maintenance of equipment.

Roads.	Superintendence.	Repairs and renewals.					Stationery and printing.	Other expenses.	Total.
		Locomotives.	Passenger cars.	Freight cars.	Work cars.	Shop machinery and tools.			
1. Atchison, Topeka & Santa Fe	$43,299 18	$942,911 89	$250,511 65	$1,409,978 00	$63,178 39	$70,319 50	$2,905 38	.....	$1,783,103 99
2. Chicago, Burlington & Quincy	.....	1,138,855 52	.....	1,332,197 75	.....	.....	.....	.....	2,471,053 27
3. Chicago Great Western	4,873 77	191,832 94	52,663 67	202,085 32	.....	7,706 60	3,854 99	$12,708 85	475,726 14
4. Chicago, Rock Island & Pacific	.....	531,970 69	285,515 71	583,773 54	.....	.....	.....	.....	1,401,259 94
5. Hutchinson & Southern	2,173 55	3,049 04	158 94	1,113 00	388 02	272 92	.....	800 56	7,956 03
6. Kansas City Belt	.....	3,876 84	.....	2,930 64	106 59	598 27	.....	.....	7,512 34
7. Kansas City, Fort Scott & Memphis	20,270 38	100,048 89	36,873 16	202,618 57	242 24	7,233 24	1,698 64	39,363 17	408,348 29
8. Kansas City, Clinton & Springfield	288 00	8,778 83	1,814 07	5,814 45	.....	.....	21 00	.....	16,716 35
9. Kansas City, Pittsburg & Gulf	4,327 71	36,723 37	14,405 08	49,155 89	2,229 53	5,766 12	91 51	6,944 45	119,643 66
10. Leavenworth, Topeka & Southwestern	.....	828 48	86 90	403 54	.....	.....	.....	.....	1,318 92
11. Manhattan, Alma & Burlingame	.....	4,624 40	127 12	504 83	378 61	.....	.....	.....	5,634 96
12. Missouri, Kansas & Texas	36,767 00	429,244 09	59,932 31	139,223 41	11,773 82	64,771 78	1,021 49	32,634 10	775,368 00
13. Missouri Pacific	51,945 28	519,106 59	226,771 77	451,241 46	23,314 39	78,380 49	2,450 11	63,836 51	1,417,046 60
14. Central Branch Union Pacific	5,184 22	28,106 79	6,845 81	11,068 13	1,142 03	4,102 19	190 04	2,718 80	59,358 01
15. Kansas City Northwestern	549 53	17,770 57	3,770 06	17,999 24	447 49	.....	48 01	261 20	40,846 10
16. St. Joseph & Grand Island	3,552 50	35,016 14	7,430 51	34,047 54	1,025 61	2,834 47	300 16	3,419 09	87,626 02
17. St. Louis & San Francisco	6,955 91	197,587 38	76,674 07	239,702 81	.....	16,859 88	631 84	6,106 85	544,518 74
18. Kansas Midland	369 64	5,358 14	2,335 63	2,784 75	.....	482 46	31 53	.....	11,362 15
19. St. Louis, Kansas & Southwestern	61 64	786 08	551 59	275 42	.....	73 12	7 99	.....	1,755 84
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	72,776 67	843,706 83	364,036 44	498,301 40	37,541 02	100,936 29	4,155 96	125,712 57	2,047,167 18
22. Junction City & Fort Kearney	573 85	1,779 41	993 71	931 62	33 13	237 66	28 26	233 58	4,811 22
23. Kansas Central	705 01	3,053 13	3,913 10	2,465 28	197 46	483 44	34 42	495 44	11,347 28
24. Omaha & Republican Valley	3,392 24	40,907 25	4,328 64	15,819 76	340 76	3,636 93	207 80	3,311 24	71,944 62
St. Joseph & Grand Island	.....	.....	.....	.....	.....	.....	.....	.....	.....
25. Salina & Southwestern	191 97	749 84	270 90	186 60	72	75 78	9 48	72 83	1,558 12
26. Solomon	337 64	1,603 79	592 64	606 24	3 56	139 56	16 80	138 42	3,438 65
27. Union Pacific, Lincoln & Colorado	927 79	7,884 28	1,118 52	10,805 01	185 89	1,079 41	47 68	1,099 72	23,148 30
28. Wichita & Western	.....	1,536 55	53 22	324 05	192 30	.....	.....	.....	2,106 12
Totals	$259,523 48	$5,097,697 75	$1,401,775 22	$5,216,358 25	$142,721 56	$365,990 11	$17,753 09	$299,857 38	$12,801,676 84

TABLE No. 8 — *Continued.* **Analysis of Operating Expenses.** Conducting transportation.

Roads.	Superintendence.	Engine and roundhouse men.	For locomotives.				Train service.	Train supplies and expenses.	Switchmen, flagmen, and watchmen.
			Fuel.	Water-supply.	Oil, tallow, and waste.	Other supplies.			
1. Atchison, Topeka & Santa Fe	$252,233 48	$1,732,423 09	$1,193,222 02	$120,842 42	$37,878 78	$27,429 46	$1,250,816 83	$297,470 13	$491,058 96
2. Chicago, Burlington & Quincy	.....	1,474,601 01	1,460,945 59	186,600 67	393,569 83	.....	1,285,256 96	440,407 01	654,490 33
3. Chicago Great Western	18,334 65	329,348 52	335,470 71	22,228 32	14,463 12	.....	253,158 21	42,003 94	70,927 02
4. Chicago, Rock Island & Pacific	.....	1,110,504 31	963,893 16	157,036 05	26,760 23	.....	819,523 95	157,919 63	.....
5. Hutchinson & Southern	6,173 55	5,056 25	9,745 65	264 01	362 94	319 65	4,473 39	274 39	320 40
6. Kansas City Belt	.....	9,839 79	7,990 34	1,004 64	329 75	218 56	.....	.....	17,264 96
7. Kansas City, Fort Scott & Memphis	91,720 13	331,581 15	213,630 06	22,561 52	8,079 89	3,451 02	238,619 91	53,345 83	132,507 19
8. Kansas City, Clinton & Springfield	325 50	23,797 98	19,824 64	3,295 18	723 90	769 93	19,298 08	3,733 80	.....
9. Kansas City, Pittsburg & Gulf	24,032 09	77,906 06	89,651 51	8,600 26	5,521 40	1,298 46	64,075 47	16,584 04	2,151 64
10. Leavenworth, Topeka & Southwestern	84 00	4,696 73	3,389 69	205 42	118 19	140 84	1,745 77	276 59	3,032 48
11. Manhattan, Alma & Burlingame	241 94	2,700 82	3,766 03	1 61	122 11	79 63	2,532 13	626 89	133 56
12. Missouri, Kansas & Texas	63,911 85	857,345 14	747,954 35	58,350 32	37,768 22	11,528 61	659,508 44	143,940 66	192,194 73
13. Missouri Pacific	74,345 95	891,900 84	656,121 92	73,531 53	36,237 40	9,826 14	644,363 01	175,546 64	318,124 93
14. Central Branch Union Pacific	6,373 08	68,738 53	76,667 30	5,934 83	2,423 15	611 63	57,368 07	7,412 78	9,820 66
15. Kansas City Northwestern	8,395 93	23,674 56	21,845 08	2,364 84	800 00	849 23	17,011 00	2,160 81	2,949 54
16. St. Joseph & Grand Island	12,346 27	61,323 20	70,271 82	6,033 50	2,498 12	2,522 67	45,015 65	7,989 46	7,165 73
17. St. Louis & San Francisco	82,013 01	406,976 70	299,456 64	34,202 79	11,236 93	6,146 35	333,191 19	20,542 20	84,229 35
18. Kansas Midland	1,973 64	11,449 85	11,611 22	1,237 23	.....	515 46	9,114 10	645 22	807 11
19. St. Louis, Kansas & Southwestern	219 08	1,798 74	1,651 70	209 93	.....	70 12	1,429 08	57 78	59 93
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	152,165 39	1,019,078 16	1,089,056 11	69,166 39	39,557 13	15,415 65	523,540 53	204,859 64	272,338 68
22. Junction City & Fort Kearney	1,114 66	10,811 33	9,875 30	190 20	407 73	68 20	5,902 82	1,075 01	158 61
23. Kansas Central	1,321 57	11,075 88	6,931 39	1,592 92	336 03	120 74	7,508 21	1,244 51	973 54
24. Omaha & Republican Valley	7,769 10	59,999 84	72,070 51	4,166 76	1,960 77	610 29	44,638 29	7,399 67	3,435 17
St. Joseph & Grand Island	.....	.....	.....	.....	.....	.....	.....	.....	.....
25. Salina & Southwestern	354 28	3,847 52	3,117 47	43 65	118 20	74 88	2,287 72	338 98	34 22
26. Solomon	754 96	5,568 85	6,059 19	164 69	197 16	57 42	3,720 37	838 81	.....
27. Union Pacific, Lincoln & Colorado	1,821 46	11,106 52	12,966 27	1,117 53	344 67	192 27	7,327 75	1,773 51	79 57
28. Wichita & Western	1,724 47	6,177 55	6,424 72	276 91	195 90	103 50	4,415 24	1,724 87	931 50
Totals	$809,750 04	$8,553,328 92	$7,393,610 39	$781,224 12	$622,011 55	$82,360 71	$6,305,872 17	$1,590,192 80	$2,265,189 81

TABLE No. 8—*Continued.* **Analysis of Operating Expenses.** Conducting transportation.

Roads.	Telegraph expenses.	Station service.	Station supplies.	Switching charges. (Balance.)	Car mileage. (Balance.)	Hire of equipment.	Loss and damage.	Injuries to persons.	Clearing wrecks.
1. Atchison, Topeka & Santa Fe	$325,520 78	$865,090 07	$71,147 46	.....	$178,849 20	.....	$99,105 51	$52,761 92	$13,369 27
2. Chicago, Burlington & Quincy	280,856 06	1,194,117 99	472,147 34	.....	80,413 21	.....	217,352 71	.....	.....
3. Chicago Great Western	88,463 20	260,677 14	24,090 94	$101,256 90	62,271 57	.....	55,210 03	46,315 44	14,508 10
4. Chicago, Rock Island & Pacific	233,175 98	1,410,466 51	157,879 86	.....	60,346 75	$71,888 28	.....	106,609 11	.....
5. Hutchinson & Southern	585 87	5,363 41	241 27	465 22	586 28	176 49	790 37	75 04	70 40
6. Kansas City Belt	1,013 26	2,151 84	356 77	.....	.....	.....	72 84	2,290 94	51 37
7. Kansas City, Fort Scott & Memphis	39,563 59	156,252 75	11,431 83	.....	9,523 16	.....	29,198 84	17,823 24	2,315 24
8. Kansas City, Clinton & Springfield	1,531 89	13,924 52	1,028 54	.....	3,608 11	1,854 00	1,367 41	531 18	22 23
9. Kansas City, Pittsburg & Gulf	13,581 27	49,664 46	4,780 40	58,547 49	13,888 69	8,370 73	14,743 91	3,555 39	2,913 74
10. Leavenworth, Topeka & Southwestern	667 19	1,361 64	12 66	.....	2,534 30	.....	51 90	.....	88 75
11. Manhattan, Alma & Burlingame	1,492 95	1,684 73	63 45	.....	724 52	.....	1,003 91	117 20	58 06
12. Missouri, Kansas & Texas	163,680 41	506,959 42	93,606 70	99,017 54	262,644 09	[1]2,632 02	132,950 72	192,554 43	6,632 63
13. Missouri Pacific	268,288 29	724,452 78	28,245 76	92,141 81	318,166 97	.....	75,679 76	43,540 23	.....
14. Central Branch Union Pacific	23,559 84	39,257 28	2,134 06	.....	45,355 14	.....	2,524 65	852 21	.....
15. Kansas City Northwestern	9,359 28	13,006 81	683 57	4,452 75	313 39	43 93	740 13	3,136 60	333 42
16. St. Joseph & Grand Island	19,403 45	32,531 75	2,338 08	2,037 12	22,654 80	5,982 11	1,263 29	869 58	554 37
17. St. Louis & San Francisco	77,301 68	179,115 15	16,978 90	77,975 90	55,584 57	4,716 02	37,225 58	42,280 98	5,707 71
18. Kansas Midland	3,221 93	4,732 33	699 12	684 24	.....	134 97	541 49	135 53	.....
19. St. Louis, Kansas & Southwestern	759 36	1,047 38	36 63	38 00	.....	.....	59 33	48 89	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	211,841 53	468,637 43	35,133 28	.....	234,575 63	.....	50,085 11	71,314 14	10,188 60
22. Junction City & Fort Kearney	3,709 31	7,623 30	1,571 75	.....	5,131 25	4,886 41	309 48	28 55	.....
23. Kansas Central	4,506 49	10,747 35	831 45	.....	2,257 76	5,239 04	961 67	2,333 07	334 59
24. Omaha & Republican Valley	24,624 27	48,681 37	6,764 51	2,677 56	8,049 97	1,027 90	3,782 41	1,332 67	582 58
St. Joseph & Grand Island	.....	.....	.....	.....	.....	.....	.....	.....	.....
25. Salina & Southwestern	931 31	2,755 68	353 98	.....	1,168 61	1,729 58	18 95	19 50	.....
26. Solomon	2,261 45	4,483 42	295 52	30 00	3,295 69	2,936 10	62 56	3 83	7 50
27. Union Pacific, Lincoln & Colorado	3,694 41	7,329 39	777 78	.....	.....	2,786 05	1,497 24	240 83	527 71
28. Wichita & Western	1,978 08	4,877 84	191 99	29 80	1,709 40	.....	88 63	30 95	.....
Totals	$1,805,573 13	$6,016,993 74	$933,823 60	$439,354 33	$1,373,653 06	$111,771 61	$726,688 43	$588,801 45	$58,266 27

1. This item is a credit and should be deducted from the total.

TABLE No. 8—*Continued.* **Analysis of Operating Expenses.** Conducting transportation.

Roads.	Advertising.	Outside agencies.	Commissions.	Stock-yards and elevators.	Rents for tracks, yards, and terminals.	Rents of buildings and other property.	Stationery and printing.	Other expenses.	Total.
1. Atchison, Topeka & Santa Fe	$39,734 73	$302,334 31	$43,594 15	.....	$644,300 79	$21,746 17	$79,506 13	$70,753 14	$8,211,188 80
2. Chicago, Burlington & Quincy	91,866 18	268,917 90	.....	.....	.....	.....	.....	.....	8,501,542 79
3. Chicago Great Western	40,964 81	138,592 40	.....	$7,125 80	341,983 52	.....	18,385 34	37,667 09	2,323,446 77
4. Chicago, Rock Island & Pacific	.....	402,619 98	.....	.....	375,220 75	.....	94,101 22	.....	6,147,945 77
5. Hutchinson & Southern	.....	.....	.....	.....	4,463 36	.....	352 78	2,557 25	42,717 97
6. Kansas City Belt	.....	.....	.....	.....	.....	593 04	.....	.....	43,178 10
7. Kansas City, Fort Scott & Memphis	7,091 03	24,607 81	11,914 40	3,357 38	11,632 71	20,158 70	28,333 28	319.01	1,469,019 67
8. Kansas City, Clinton & Springfield	236 75	.....	.....	1,027 85	.....	.....	885 66	.....	97,727 15
9. Kansas City, Pittsburg & Gulf	1,928 58	3,778 21	.....	.....	91,269 54	4,298 30	9,667 87	2,889 75	573,699 26
10. Leavenworth, Topeka & Southwestern	.....	.....	.....	.....	600 00	.....	124 36	143 40	19,273 91
11. Manhattan, Alma & Burlingame	27 00	.....	.....	.....	.....	.....	156 72	23 39	15,556 65
12. Missouri, Kansas & Texas	16,995 95	389,984 57	30,997 23	7,763 23	495,971 15	995 23	48,870 78	5,098 44	5,224,592 82
13. Missouri Pacific	36,943 23	132,806 90	33,326 72	.....	7,382 04	13,000 84	44,780 16	534,627 33	5,233,381 18
14. Central Branch Union Pacific	1,576 30	9,356 23	179 50	.....	.....	927 99	2,839 38	19,243 55	383,156 16
15. Kansas City Northwestern	191 50	700 50	5 75	.....	11,001 51	500 00	1,586 46	317 49	126,424 08
16. St. Joseph & Grand Island	535 99	5,305 26	355 23	.....	44,909 02	6,865 94	5,060 96	.....	365,833 37
17. St. Louis & San Francisco	10,216 94	94,798 72	39,905 90	2,504 23	10,604 68	25,368 11	23,826 47	72,070 22	2,054,176 92
18. Kansas Midland	213 27	1 00	.....	9 68	190 12	.....	521 21	1,044 94	49,483 66
19. St. Louis, Kansas & Southwestern	36 91	.....	.....	.....	.....	.....	164 52	174 86	7,862 24
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	92,979 98	257,384 34	79,401 75	.....	78,404 44	13,404 18	36,246 30	.....	5,024,774 39
22. Junction City & Fort Kearney	358 56	931 19	.....	.....	.....	31 33	543 53	.....	54,728 52
23. Kansas Central	307 77	1,241 14	.....	.....	5,709 56	198 90	670 77	.....	66,444 35
24. Omaha & Republican Valley	1,066 22	[1]3,838 61	[1]3 20	.....	.....	1,959 01	3,025 29	.....	301,782 35
St. Joseph & Grand Island	.....	.....	.....	.....	.....	.....	.....	.....	.....
25. Salina & Southwestern	213 99	407 91	.....	.....	.....	131 91	224 78	.....	18,173 12
26. Solomon	332 36	855 00	.....	.....	.....	26 87	417 44	.....	32,369 19
27. Union Pacific, Lincoln & Colorado	270 68	1,120 18	.....	.....	.....	53 82	643 55	.....	55,671 19
28. Wichita & Western	35 80	327 50	.....	.....	.....	165 00	277 86	168 50	31,886 01
Totals	$344,124 53	$2,036,071 05	$239,680 63	$21,788 17	$2,123,643 19	$110,425 34	$401,212 82	$747,098 36	$46,476,036 39

1. Deduction.

TABLE No. 8—*Concluded.* **Analysis of Operating Expenses.** General expenses.

Roads.	Salaries of general officers.	Salaries of clerks and attendants.	General office expenses.	Insurance.	Law expenses.	Stationery and printing, general offices.	Other expenses.	Total.	Grand total operating expenses.
1. Atchison, Topeka & Santa Fe	$129,163 54	$196,188 80	$130,594 31	$78,298 21	$167,566 84	$15,922 62	$13,381 23	$731,115 55	$16,255,055 05
2. Chicago, Burlington & Quincy	[1]779,927 45	.....	209,875 27	77,436 23	146,366 50	.....	22,397 48	1,236,002 93	15,576,246 21
3. Chicago Great Western	55,558 62	95,921 89	25,506 64	18,200 00	42,073 45	2,075 77	49,698 47	289,034 84	3,769,571 38
4. Chicago, Rock Island & Pacific	.....	381,006 03	.....	.....	104,145 38	.....	254,798 16	739,949 57	10,999,360 28
5. Hutchinson & Southern	11,322 01	242 00	1,208 75	115 00	559 15	300 76	1,601 12	15,348 79	91,340 86
6. Kansas City Belt	4,779 96	3,599 96	2,021 30	980 99	3,182 50	589 05	582 60	15,736 36	75,653 17
7. Kansas City, Fort Scott & Memphis	41,117 64	65,257 52	7,305 77	10,781 94	21,959 76	14,967 61	27,521 18	188,911 42	2,641,771 03
8. Kansas City, Clinton & Springfield	2,100 00	635 29	.....	694 32	975 58	733 10	626 05	5,764 34	204,947 64
9. Kansas City, Pittsburg & Gulf	16,264 07	19,186 94	3,589 57	5,202 23	6,445 36	4,712 20	1,080 01	56,480 38	991,550 88
10. Leavenworth, Topeka & Southwestern	600 00	540 00	.....	300 00	260 22	.....	.....	1,700 22	40,908 82
11. Manhattan, Alma & Burlingame	2,107 40	1,148 54	518 53	330 34	623 70	81 72	2 40	4,812 63	54,338 17
12. Missouri, Kansas & Texas	135,183 89	131,877 93	21,889 39	51,901 57	133,856 52	13,123 42	17,146 79	504,979 51	8,081,521 05
13. Missouri Pacific	28,230 24	51,133 87	4,555 91	44,900 00	114,300 70	15,811 63	30,554 25	289,486 60	9,036,159 48
14. Central Branch Union Pacific	2,632 36	3,601 89	318 83	3,600 00	16,719 27	1,152 19	7,946 78	35,971 32	638,630 48
15. Kansas City Northwestern	2,705 78	4,491 55	231 45	340 23	504 95	473 29	209 43	8,956 68	281,800 33
16. St. Joseph & Grand Island	8,091 49	11,746 81	1,950 43	3,138 58	5,166 26	1,864 34	3,823 11	35,781 02	658,461 36
17. St. Louis & San Francisco	66,125 94	62,151 75	14,775 78	15,822 83	37,438 02	6,354 93	44,163 74	246,832 99	3,494,233 05
18. Kansas Midland	971 62	982 63	220 79	232 95	867 49	.....	130 04	3,405 52	99,636 72
19. St. Louis, Kansas & Southwestern	61 09	60 48	15 42	41 90	134 14	.....	28 85	341 88	15,022 66
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	78,139 44	159,900 85	19,722 93	72,379 43	111,214 76	13,708 46	33,048 59	488,114 46	9,443,155 91
22. Junction City & Fort Kearney	792 98	1,650 18	271 23	432 00	1,287 84	89 61	89 91	4,613 75	94,282 46
23. Kansas Central	1,135 34	2,216 82	398 12	1,500 00	1,917 64	128 58	99 78	7,396 28	178,689 88
24. Omaha & Republican Valley	4,533 32	9,112 88	1,353 67	2,581 08	6,974 42	517 53	352 86	25,425 76	608,019 07
St. Joseph & Grand Island	.....	.....	.....	.....	.....	.....	.....	.....	.....
25. Salina & Southwestern	305 25	637 32	90 45	98 28	622 57	35 43	60 84	1,850 14	32,207 22
26. Solomon	617 34	1,260 73	186 86	219 36	877 14	82 91	58 85	3,303 19	62,143 85
27. Union Pacific, Lincoln & Colorado	1,387 48	2,231 99	389 38	1,731 60	1,890 02	133 42	111 40	7,875 29	171,323 36
28. Wichita & Western	3,725 00	1,280 82	477 49	676 45	365 50	67 75	3 25	6,596 26	62,056 33
Totals	$1,377,579 25	$1,208,065 47	$447,468 27	$391,935 52	$928,295 68	$92,926 32	$509,517 17	$4,955,787 68	$83,658,086 70

1. Includes salaries of clerks and attendants.

TABLE No. 9.—Employees and Salaries, Entire Line.

Roads.	General officers.			General office clerks.			Station agents.			Other station men.		
	No.	Compensation.		No.	Compensation.		No.	Compensation.		No.	Compensation.	
		Total yearly.	Av. daily.		Total yearly.	Av. daily.		Total yearly.	Av. daily.		Total yearly.	Av. daily.
1. Atchison, Topeka & Santa Fe	52 [1]102	$327,189 36 172,799 76	$17 48 4 71	535	$410,160 72	$2 15	514	$311,453 16	$1 80	1,410	$663,887 28	$1 64
2. Chicago, Burlington & Quincy	145	545,108 22	10 30	774	640,232 48	2 64	718	432,974 55	1 65	1,576	761,143 44	1 54
3. Chicago Great Western	11 [1]12	61,800 00 33,240 00	15 39 7 58	102	74,680 20	2 01	152	96,068 87	1 73	191	95,676 00	1 37
4. Chicago, Rock Island & Pacific	9 [1]31	85,699 92 83,019 72	30 42 8 56	329	259,463 40	2 52	455	276,790 08	1 94	768	408,006 12	1 70
5. Hutchinson & Southern	7	11,322 01	4 43	1	242 00	66	[2]11	5,363 41	1 33	.....	.....	.....
6. Kansas City Belt	7	8,480 00	4 52	5	3,780 00	2 07	2	1,320 00	2 43	12	6,260 41	1 45
7. Kansas City, Fort Scott & Memphis	8 [1]19	41,117 64 52,028 90	13 87 7 50	177	149,017 91	2 31	118	64,920 83	1 51	220	118,138 74	1 47
8. Kansas City, Clinton & Springfield	2 [1]1	2,100 00 416 00	2 88 1 51	1	232 09	54	27	11,430 09	1 18	5	1,905 00	99
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10. Leavenworth, Topeka & Southwestern	1	600 00	1 91	1	540 00	1 72	4	2,055 11	1 63	1	180 00	57
11. Manhattan, Alma & Burlingame	12	3,000 00	8 33	.....	.....	.....	5	2,091 96	1 38	2	156 00	22
12. Missouri, Kansas & Texas	16 [1]35	89,366 66 94,920 00	15 30 7 43	323	309,025 54	2 66	170	156,205 30	2 55	389	246,334 90	1 76
13. Missouri Pacific	47	141,408 48	8 36	253	181,945 80	2 00	445	273,043 20	1 81	578	313,648 80	1 64
14. Central Branch Union Pacific	6	17,227 68	7 98	26	18,491 16	1 98	64	33,500 40	1 58	43	21,438 60	1 45
15. Kansas City Northwestern	12 [1]8	2,817 30 4,380 00	3 86 4 00	11	7,818 00	1 95	26	7,699 80	1 56	.....	.....	.....
16. St. Joseph & Grand Island	8	17,076 83	5 91	32	17,611 87	1 67	37	25,453 45	1 92	33	10,665 67	1 10
17. St. Louis & San Francisco	11	83,899 92	20 90	140	106,493 64	2 14	202	111,675 60	1 52	270	124,178 65	1 26
18. Kansas Midland	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	20 [1]60	83,739 38 172,729 90	11 10 8 10	435	375,403 37	2 26	125	107,614 82	2 39	562	369,196 79	1 89
22. Junction City & Fort Kearney	.....	.....	.....	.....	.....	.....	12	6,337 40	1 38	6	1,217 80	53
23. Kansas Central	[1]1	1,320 00	3 61	.....	.....	.....	12	6,518 75	1 45	.....	.....	.....
24. Omaha & Republican Valley	[1]3	5,280 00	4 82	1	780 00	2 14	33	21,684 62	1 84	28	10,021 90	1 01
25. Salina & Southwestern	.....	.....	.....	.....	.....	.....	4	1,886 00	1 22	3	656 20	60
26. Solomon	.....	.....	.....	.....	.....	.....	8	3,777 30	1 28	3	511 50	56
27. Union Pacific, Lincoln & Colorado	[1]1	1,080 00	2 96	.....	.....	.....	15	6,588 35	1 25	1	265 00	79
28. Wichita & Western	[1]3 2	4,500 00	6 25	2	1,200 00	1 67	8	4,440 00	1 54	5	900 00	83
Totals	[3]662	[4]$2,147,667 68	$10 36	3,148	$2,557,118 18	$2 59	3,167	$1,970,893 05	$1 98	6,106	$3,154,388 80	$1 65

1. Other officers. 2. Includes other station men. 3. Includes 276 other officers. 4. Includes $621,214.28 salaries of other officers.

TABLE No. 9 — *Continued.* Employees and Salaries, Entire Line.

Roads.	Enginemen.			Firemen.			Conductors.			Other trainmen.		
	No.	Compensation.		No.	Compensation.		No.	Compensation.		No.	Compensation.	
		Total yearly.	Av. daily.		Total yearly.	Av. daily.		Total yearly.	Av. daily.		Total yearly.	Av. daily.
1. Atchison, Topeka & Santa Fe	709	$883,895 04	$3 74	739	$540,774 84	$2 23	531	$586,564 80	$3 43	1,026	$674,980 20	$2 22
2. Chicago, Burlington & Quincy	771	929,650 11	3 30	776	544,950 90	1 92	518	588,169 02	2 94	1,085	697,087 94	1 76
3. Chicago Great Western	145	186,904 80	3 53	145	114,452 40	2 16	109	113,838 60	2 86	265	143,554 20	2 48
4. Chicago, Rock Island & Pacific	456	587,375 16	4 12	435	366,397 56	2 69	308	367,579 32	3 81	631	434,012 16	2 20
5. Hutchinson & Southern	3	3,230 46	3 80	3	1,825 79	2 15	2	2,336 00	3 20	3	2,137 39	1 95
6. Kansas City Belt	6	4,389 29	2 88	9	5,622 62	1 74	.....	.....	.....	.....	.....	.....
7. Kansas City, Fort Scott & Memphis	126	172,353 87	3 75	132	103,792 59	2 15	86	100,128 65	3 18	177	130,973 42	2 02
8. Kansas City, Clinton & Springfield	9	12,738 18	3 89	9	7,337 32	2 25	8	9,215 53	3 18	14	9,706 20	1 91
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10. Leavenworth, Topeka & Southwestern	2	2,304 61	3 67	2	1,426 80	2 27	1	900 00	2 83	2	1,105 52	2 01
11. Manhattan, Alma & Burlingame	3	1,500 00	4 79	2	840 00	2 68	1	1,080 00	3 45	2	1,440 00	2 30
12. Missouri, Kansas & Texas	279	402,239 92	4 00	276	243,645 88	2 45	245	272,797 04	3 09	533	344,989 76	2 07
13. Missouri Pacific	348	456,336 36	3 63	382	271,891 68	2 15	321	253,757 40	3 16	697	362,054 40	1 98
14. Central Branch Union Pacific	34	40,671 12	3 68	36	23,683 44	2 12	41	23,383 20	3 22	76	30,978 00	2 10
15. Kansas City Northwestern	10	10,204 20	3 58	10	6,016 80	2 11	7	7,116 00	3 15	15	7,579 60	1 69
16. St. Joseph & Grand Island	25	30,396 40	4 69	23	17,979 80	2 77	20	20,417 05	3 79	39	24,047 55	2 43
17. St. Louis & San Francisco	184	240,720 50	4 00	194	136,583 80	2 27	125	153,826 72	3 32	275	192,909 07	1 92
18. Kansas Midland	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	361	516,777 20	3 82	363	307,199 95	2 29	202	238,258 92	3 17	387	294,684 03	2 05
22. Junction City & Fort Kearney	4	4,963 10	3 86	4	2,986 05	2 24	2	3,482 35	3 81	2	1,611 65	2 60
23. Kansas Central	4	5,647 10	3 81	4	3,323 40	2 26	3	4,160 10	3 51	3	3,166 50	2 64
24. Omaha & Republican Valley	21	27,094 15	3 82	19	16,447 50	2 30	18	19,620 15	3 18	28	21,934 65	2 25
25. Salina & Southwestern	1	1,708 80	3 83	1	1,002 30	2 25	1	1,256 40	3 01	1	879 20	2 02
26. Solomon	2	3,027 30	3 86	2	1,843 65	2 25	2	2,390 30	3 73	1	802 00	2 62
27. Union Pacific, Lincoln & Colorado	4	6,148 50	3 83	4	3,851 45	2 24	4	4,510 70	2 99	4	3,230 25	2 01
28. Wichita & Western	2	2,640 00	3 67	2	1,560 00	2 17	2	2,160 00	3 00	4	2,160 00	2 00
Totals	3,509	$4,532,916 17	$4 12	3,572	$2,725,436 52	$2 43	2,587	$2,776,948 25	$3 43	5.270	$3,386,023 69	$2 05

TABLE No. 9 — *Continued.* Employees and Salaries, Entire Line.

Roads.	Machinists.			Carpenters.			Other shopmen.			Section foremen.		
	No.	Compensation.		No.	Compensation.		No.	Compensation.		No.	Compensation.	
		Total yearly.	Av. daily.		Total yearly.	Av. daily.		Total yearly.	Av. daily.		Total yearly.	Av. daily.
1. Atchison, Topeka & Santa Fe	591	$347,682 00	$2 31	234	$120,246 60	$2 25	3,278	$1,618,351 20	$1 81	734	$433,758 00	$1 63
2. Chicago, Burlington & Quincy	743	440,135 75	1 89	952	558,980 19	1 88	3,248	1,673,390 40	1 65	981	533,594 96	1 49
3. Chicago Great Western	62	51,756 00	2 29	179	101,437 40	1 81	291	220,812 24	2 42	142	77,760 00	1 50
4. Chicago, Rock Island & Pacific	310	176,384 76	1 82	356	228,496 20	2 05	1,255	672,931 80	1 71	558	316,035 96	1 81
5. Hutchinson & Southern	2	1,460 00	2 00	4	2,085 00	1 59	2	1,000 00	1 37	5	2,737 00	1 50
6. Kansas City Belt	2	2,185 84	2 89	6	4,304 24	2 22	4	2,557 28	1 95	4	3,421 00	2 42
7. Kansas City, Fort Scott & Memphis	75	56,322 20	2 41	155	111,550 38	2 29	97	64,871 58	2 13	110	63,022 08	1 57
8. Kansas City, Clinton & Springfield				9	6,504 50	2 24				21	11,393 65	1 48
9. Kansas City, Pittsburg & Gulf												
10. Leavenworth, Topeka & Southwestern				8	2,401 83	2 13				8	4,380 00	1 74
11. Manhattan, Alma & Burlingame							1	600 00	1 92	8	4,560 00	1 58
12. Missouri, Kansas & Texas	129	124,385 82	3 08	313	251,594 85	2 57	787	502,169 23	2 03	345	234,835 24	1 89
13. Missouri Pacific	241	170,025 00	2 70	429	260,217 60	2 30	1,076	527,425 20	1 85	521	281,080 20	1 49
14. Central Branch Union Pacific	13	9,256 20	2 75	10	6,969 00	2 37	69	37,767 60	1 91	54	28,227 00	1 46
15. Kansas City Northwestern							10	6,612 00	1 80	28	15,264 00	1 51
16. St. Joseph & Grand Island	1	760 50	2 50	13	7,899 55	2 29	13	7,727 15	2 00	38	22,522 00	1 66
17. St. Louis & San Francisco	206	92,106 30	2 10	135	78,822 26	2 18	454	213,870 40	1 72	204	111,886 40	1 50
18. Kansas Midland												
19. St. Louis, Kansas & Southwestern												
20. Union Terminal												
21. Union Pacific	330	318,854 75	3 01	282	248,825 45	2 61	1,267	965,545 00	2 30	311	221,111 10	1 99
22. Junction City & Fort Kearney										8	3,850 00	1 64
23. Kansas Central	1	807 25	2 77	1	482 50	2 49	9	7,256 00	2 29	13	9,257 40	1 67
24. Omaha & Republican Valley	1	1,168 95	2 75				8	6,137 75	2 54	21	12,140 90	1 74
25. Salina & Southwestern										3	1,800 00	1 65
26. Solomon										5	3,355 85	1 64
27. Union Pacific, Lincoln & Colorado										13	6,298 20	1 64
28. Wichita & Western							1	310 16	2 58	12	6,660 00	1 54
Totals	2,707	$1,793,291 32	$2 11	3,086	$1,990,817 55	$2 06	11,870	$6,529,334 99	$1 75	4,147	$2,408,950 44	$1 85

TABLE No. 9—*Continued.* Employees and Salaries, Entire Line.

Roads.	Other trackmen.			Switchmen, flagmen, and watchmen.			Telegraph operators and dispatchers.			Floating equipment.		
	No.	Compensation.		No.	Compensation.		No.	Compensation.		No.	Compensation.	
		Total yearly.	Av. daily.		Total yearly.	Av. daily.		Total yearly.	Av. daily.		Total yearly.	Av. daily.
1. Atchison, Topeka & Santa Fe	5,425	$1,463,201 64	$1 21	615	$434,142 24	$2 46	223	$185,740 32	$2 76	.....	.....	.....
2. Chicago, Burlington & Quincy	2,754	938,850 97	1 09	1,038	654,490 33	1 73	417	280,856 06	1 85	.....	.....	.....
3. Chicago Great Western	944	363,430 55	1 23	83	75,557 40	2 45	89	57,780 00	1 78	.....	.....	.....
4. Chicago, Rock Island & Pacific	2,683	1,061,270 40	1 26	519	364,661 64	2 12	269	197,265 60	2 34	.....	.....	.....
5. Hutchinson & Southern	21	8,165 06	1 25	1	168 00	1 40	.....	.....	.....	17	$2,835 52	$1 37
6. Kansas City Belt	30	10,272 10	1 26	42	25,798 87	1 82	4	2,839 99	2 05	.....	.....	.....
7. Kansas City, Fort Scott & Memphis	400	147,928 35	1 18	158	130,205 08	2 26	52	40,251 24	.....	.....	.....	.....
8. Kansas City, Clinton & Springfield	57	20,596 78	1 14	.....	.....	.....	2	1,509 35	2 15	.....	.....	.....
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10. Leavenworth, Topeka & Southwestern	20	5,960 45	1 35	8	4,250 74	1 65	.....	.....	.....	.....	.....	.....
11. Manhattan, Alma & Burlingame	25	8,339 76	1 25	.....	.....	.....	.....	.....	.....	.....	.....	.....
12. Missouri, Kansas & Texas	1,514	598,981 75	1 26	244	210,582 11	2 30	251	186,608 35	2 06	.....	.....	.....
13. Missouri Pacific	2,082	569,061 60	1 13	458	271,744 80	2 09	253	181,205 52	2 25	.....	.....	.....
14. Central Branch Union Pacific	176	46,219 80	1 10	53	23,583 00	2 28	15	10,787 64	2 50	.....	.....	.....
15. Kansas City Northwestern	108	37,560 60	1 11	7	4,512 00	1 78	31	10,380 00	1 50	.....	.....	.....
16. St. Joseph & Grand Island	327	40,179 55	1 21	4	2,752 55	1 80	27	14,796 50	1 77	.....	.....	.....
17. St. Louis & San Francisco	685	235,370 50	1 10	75	65,483 86	2 35	98	67,973 04	1 90	.....	.....	.....
18. Kansas Midland	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	1,431	579,839 95	1 40	416	349,080 75	2 32	242	213,979 49	2 32	.....	.....	.....
22. Junction City & Fort Kearney	14	4,841 60	1 24	.....	.....	.....	5	2,733 95	1 73	.....	.....	.....
23. Kansas Central	31	15,369 25	1 25	.....	.....	.....	7	4,127 60	1 69	.....	.....	.....
24. Omaha & Republican Valley	185	54,232 10	1 26	1	291 65	73	33	22,637 68	1 86	.....	.....	.....
25. Salina & Southwestern	6	2,046 15	1 24	.....	.....	.....	1	492 95	1 73	.....	.....	.....
26. Solomon	9	4,520 20	1 25	.....	.....	.....	3	1,691 75	1 59	.....	.....	.....
27. Union Pacific, Lincoln & Colorado	40	14,133 70	1 25	.....	.....	.....	4	2,625 90	1 67	.....	.....	.....
28. Wichita & Western	34	8,224 92	1 25	1	500 00	1 39	2	240 00	67	.....	.....	.....
Totals	19,001	$6,238,597 73	$1 15	3,783	$2,617,805 02	$2 21	2,028	$1,486,522 93	$2 34	17	$2,835 52	$1 37

TABLE No. 9—*Continued.* Employees and Salaries, Entire Line.

Roads.	All others.			Total.			Distribution.					
							General administration.			Maintenance of way and structures.		
	No.	Compensation.		No.	Compensation.		No.	Compensation.		No.	Compensation.	
		Total yearly.	Av. daily.		Total yearly.	Av. daily.		Total yearly.	Av. daily.		Total yearly.	Av. daily.
1. Atchison, Topeka & Santa Fe	1,711	$956,025 84	$2 10	18,459	$10,130,853 00	$2 01	866	$943,618 08	$3 16	7,340	$2,523,601 32	$1 42
2. Chicago, Burlington & Quincy	418	234,498 36	1 79	16,944	10,454,113 68	1 85	919	1,185,310 70	4 02	4,826	2,109,592 24	1 35
3. Chicago Great Western	375	243,685 26	1 78	3,297	2,112,433 92	1 87	141	180,198 66	3 50	1,224	531,597 78	1 34
4. Chicago, Rock Island & Pacific	513	435,310 20	2 71	9,915	6,320,700 00	2 04	369	428,188 04	3 71	3,307	1,442,130 12	1 39
5. Hutchinson & Southern	5	2,490 00	3 19	87	47,397 64	1 92	8	11,564 01	.....	52	18,312 58	.....
6. Kansas City Belt	.....	.....	.....	133	81,231 64	1 92	12	12,260 00	3 05	36	17,997 34	1 56
7. Kansas City, Fort Scott & Memphis	535	317,193 08	1 76	2,645	1,863,816 54	2 04	109	132,398 65	3 32	709	339,987 68	1 49
8. Kansas City, Clinton & Springfield	28	13,961 99	1 48	193	109,046 68	1 64	4	2,748 09	1 92	96	43,816 23	1 39
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10. Leavenworth, Topeka & Southwestern	4	283 52	1 83	62	26,388 58	1 95	2	1,140 09	1 81	40	13,025 80	1 59
11. Manhattan, Alma & Burlingame	.....	.....	.....	61	23,607 72	1 70	1	3,000 00	8 33	33	12,899 76	1 35
12. Missouri, Kansas & Texas	439	295,852 39	2 15	6,288	4,564,534 74	2 18	374	493,312 20	3 66	2,713	1,435,113 91	1 66
13. Missouri Pacific	1,499	810,075 72	1 72	9,630	5,324,921 76	1 90	417	429,295 92	2 86	3,051	1,082,928 00	1 32
14. Central Branch Union Pacific	132	64,859 16	1 61	848	437,043 00	1 87	41	44,330 04	3 00	267	89,395 60	1 30
15. Kansas City Northwestern	19	12,418 20	2 06	302	140,378 50	1 63	22	10,647 30	2 65	154	64,282 80	1 31
16. St. Joseph & Grand Island	68	29,931 46	1 80	708	290,217 88	2 10	54	39,779 65	2 38	407	82,540 84	1 48
17. St Louis & San Francisco	407	298,288 73	2 19	3,665	2,314,089 39	1 98	109	169,210 50	4 25	963	466,079 16	1 47
18. Kansas Midland	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	1,242	919,473 93	2 14	8,036	6,282,314 78	2 29	389	426,881 71	2 90	2,022	1,044,257 75	1 68
22. Junction City & Fort Kearney	3	2,285 70	2 08	60	34,309 60	1 72	.....	.....	.....	22	8,691 60	1 39
23. Kansas Central	15	7,255 40	1 45	104	68,691 25	1 76	.....	.....	.....	45	25,946 65	1 43
24. Omaha & Republican Valley	22	13,391 60	1 62	422	232,863 60	1 83	.....	.....	.....	209	70,420 80	1 37
25. Salina & Southwestern	1	625 50	1 50	22	12,353 50	1 58	.....	.....	.....	9	3,846 15	1 40
26. Solomon	1	638 75	1 75	36	22,558 10	1 67	.....	.....	.....	14	7,875 55	1 39
27. Union Pacific, Lincoln & Colorado	1	783 60	1 73	91	49,515 65	1 68	.....	.....	.....	54	21,511 90	1 39
28. Wichita & Western	6	2,217 00	1 73	96	37,712 08	1 74	4	5,720 00	3 96	46	14,884 92	1 58
Totals	7,444	$4,661,545 39	$2 00	82,104	$50,981,093 23[1]	$1 98	3 841	$4,519,628 55	$3 75	27,649	$11,470,736 48	$1 39

1. This total does not agree with the total including general offices for the reason that the Central Branch in giving its total under the four subdivisions gives $50,100 more than in the total referred to, and the Wichita & Western gives $20 more in the same item also.

TABLE No. 9—*Continued.* Employees and Salaries, Entire Line.

Roads.	Distribution.						Total, including general officers.			Total, excluding general officers.		
	Maintenance of equipment.			Conducting transportation.								
	No.	Compensation.		No.	Compensation.		No.	Compensation.		No.	Compensation.	
		Total yearly.	Av. daily.		Total yearly.	Av. daily.		Total yearly.	Av. daily.		Total yearly.	Av. daily.
1. Atchison, Topeka & Santa Fe	4,110	$2,100,079 80	$1 91	6,143	$4,563,553 80	$2 43	18,459	$10,130,853 00	$2 01	18,407	$9,803,663 64	$1 95
2. Chicago, Burlington & Quincy	4,130	2,191,692 27	1 70	7,069	4,967,488 47	1 99	16,914	10,454,113 68	1 85	16,799	9,909,005 46	1 77
3. Chicago Great Western	602	418,356 36	2 14	1,330	982,281 12	2 02	3,297	2,112,433 92	1 87	3,286	2,050,633 92	1 82
4. Chicago, Rock Island & Pacific	2,031	1,135,167 84	1 79	4,208	3,315,219 00	2 52	9,915	6,320,700 00	2 04	9,906	6,235,000 08	2 01
5. Hutchinson & Southern	4	2,460 00	.....	23	15,061 05	.....	87	47,397 64	1 92	80	36,075 63	1 63
6. Kansas City Belt	6	4,743 12	2 29	79	46,231 18	1 84	133	81,231 64	1 90	126	72,751 64	1 79
7. Kansas City, Fort Scott & Memphis	420	278,971 90	2 12	1,407	1,112,458 31	2 17	2,645	1,863,816 54	2 04	2,637	1,822,698 90	2 00
8. Kansas City, Clinton & Springfield	2	1,143 15	1 63	91	61,339 21	1 87	193	109,046 68	1 64	191	106,946 68	1 63
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10. Leavenworth, Topeka & Southwestern	.....	.....	.....	20	12,222 78	1 97	62	26,388 58	.....	61	25,788 58	.....
11. Manhattan, Alma & Burlingame	1	600 00	1 92	15	7,107 96	1 91	61	23,607 72	1 70	49	20,607 72	1 52
12. Missouri, Kansas & Texas	668	474,087 91	2 26	2,533	2,162,020 72	2 46	6,288	4,564,534 74	2 18	6,272	4,475,168 08	2 15
13. Missouri Pacific	1,656	955,691 40	2 09	4.506	2,857,006 44	2 08	9,630	5,324,921 76	1 90	9,583	5,183,513 28	1 86
14. Central Branch Union Pacific	91	54,557 40	2 09	459	298,859 96	2 40	848	487,143 00	1 87	812	419,815 32	1 81
15. Kansas City Northwestern	10	6,612 00	1 80	116	58,836 40	2 00	302	140,378 50	1 63	290	137,561 20	1 61
16. St. Joseph & Grand Island	14	8,487 65	2 03	233	159,409 74	2 32	708	290,217 88	2 00	700	273,141 05	1 92
17. St. Louis & San Francisco	753	379,976 70	1 79	1,840	1,298,823 03	2 17	3,665	2,314,089 39	1 98	3,654	2,230,189 47	1 92
18. Kansas Midland	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	2,148	1,723,341 00	2 40	3,477	3,087,834 32	2 46	8,036	6,282,314 78	2 29	8,016	6,198,575 40	2 27
22. Junction City & Fort Kearney	.....	.....	.....	38	25,618 00	1 87	60	34,309 60	1 72	60	34,309 60	1 72
23. Kansas Central	13	9,041 60	2 25	46	33,703 00	1 99	104	68,691 25	1 76	104	68,691 25	1 76
24. Omaha & Republican Valley	10	7,883 30	2 39	203	154,559 50	2 13	422	232,863 60	1 83	422	232,863 60	1 83
25. Salina & Southwestern	.....	.....	.....	13	8,507 35	1 67	22	12,353 50	1 58	22	12,353 50	1 58
26. Solomon	.....	.....	.....	22	14,682 55	1 87	36	22,558 10	1 67	36	22,558 10	1 67
27. Union Pacific, Lincoln & Colorado	.....	.....	.....	37	28,003 75	1 99	91	49,515 65	1 68	91	49,515 65	1 68
28. Wichita & Western	1	310 16	2 58	32	16,817 00	1 74	96	37,732 08	1 74	81	33,212 08	1 58
Totals	16,670	$9,753,203 56	$1 86	33,940	$25,287,644 64	$2 38	82,104	$51,031,213 23	$1 98	81,715	$49,454,639 83	$1 93

TABLE No. 9—*Continued.* Employees and Salaries, for the State of Kansas.

Roads.	General administration.			Maintenance of way and structures.			Maintenance of equipment.		
	No.	Compensation.		No.	Compensation.		No.	Compensation.	
		Total yearly.	Av. daily.		Total yearly.	Av. daily.		Total yearly.	Av. daily.
1. Atchison, Topeka & Santa Fe	673	$583,148 88	$2 50	3,199	$1,168,548 84	$1 46	2,558	$377,692 15	$2 13
2. Chicago, Burlington & Quincy	.....	.....	.....	76	34,739 32	1 35	18	9,803 60	1 81
3. Chicago Great Western	.....	.....	.....	50	21,449 11	1 34	24	16,714 77	2 15
4. Chicago, Rock Island & Pacific	53	70,980 00	4 28	929	416,394 36	1 43	500	291,585 96	1 86
5. Hutchinson & Southern	8	11,564 01	.....	52	18,312 58	.....	4	2,460 00	.....
6. Kansas City Belt	1	.....	.....	.....	.....	.....	.....	.....	.....
7. Kansas City, Fort Scott & Memphis	.....	.....	.....	253	118,739 73	1 47	150	99,011 63	2 11
8. Kansas City, Clinton & Springfield	.....	.....	.....	8	3,452 68	1 35	.....	.....	.....
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	.....	.....	.....	.....	.....
10. Leavenworth, Topeka & Southwestern	2	1,140 00	1 81	40	13,025 80	1 59	.....	.....	.....
11. Manhattan, Alma & Burlingame	12	3,000 00	8 33	33	12,899 76	1 35	1	600 00	1 92
12. Missouri, Kansas & Texas	.....	.....	.....	.....	.....	.....	.....	.....	.....
13. Missouri Pacific	163	172,637 64	2 93	1,688	571,551 24	1 31	676	380,580 00	2 09
14. Central Branch Union Pacific	41	44,330 04	3 00	267	89,395 60	1 30	91	54,557 40	2 09
15. Kansas City Northwestern	22	10,647 30	2 65	140	58,881 00	1 31	7	4,632 00	1 79
16. St. Joseph & Grand Island	.....	.....	.....	218	60,783 31	1 46	8	5,408 80	2 24
17. St. Louis & San Francisco	1	2,700 00	7 39	201	92,915 15	1 30	50	23,729 72	1 53
18. Kansas Midland	.....	.....	.....	.....	.....	.....	.....	.....	.....
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	17	24,177 00	3 98	369	199,277 50	1 57	294	225,028 40	2 27
22. Junction City & Fort Kearney	.....	.....	.....	22	8,691 60	1 39	.....	.....	.....
23. Kansas Central	.....	.....	.....	45	25,946 65	1 43	13	9,041 60	2 25
24. Omaha & Republican Valley	.....	.....	.....	27	8,939 95	1 36	.....	.....	.....
25. Salina & Southwestern	.....	.....	.....	9	3,846 15	1 40	.....	.....	.....
26. Solomon	.....	.....	.....	14	7,875 55	1 39	.....	.....	.....
27. Union Pacific, Lincoln & Colorado	.....	.....	.....	54	21,511 90	1 39	.....	.....	.....
28. Wichita & Western	17	5,720 00	3 96	46	14,884 92	1 58	1	310 16	2 58
Totals	1,010	$930,044 87	[1]$2 94	7,740	$2,972,062 70	$1 22	4,395	$1,501,156 19	$2 09

1. These averages per day were arrived at by using 313 days to constitute a year's work.

TABLE No. 9—*Concluded.* Employees and Salaries, for the State of Kansas.

Roads.	Conducting transportation.			Total, including general officers.			Total, excluding general officers.		
	No.	Compensation.		No.	Compensation.		No.	Compensation.	
		Total yearly.	Av. daily.		Total yearly.	Av. daily.		Total yearly.	Av. daily.
1. Atchison, Topeka & Santa Fe	2,866	$2,002,095 24	$2 33	9,296	$4,131,486 11	$2 00	9,286	$3,990,196 43	$1 96
2. Chicago, Burlington & Quincy	97	74,227 48	2 14	191	118,769 40	1 81	191	118,769 40	1 81
3. Chicago Great Western	54	39,544 67	2 02	128	77,708 55	1 79	128	77,708 55	1 79
4. Chicago, Rock Island & Pacific	911	779,791 92	2 73	2,393	1,558,752 24	2 08	2,392	1,550,752 32	2 07
5. Hutchinson & Southern	23	15,061 05	.....	87	47,397 64	1 92	80	36,075 63	1 63
6. Kansas City Belt	.....	.....	.....	1	.....	.....	.....	.....	.....
7. Kansas City, Fort Scott & Memphis	392	307,721 92	2 14	795	525,473 28	1 93	795	525,473 28	1 93
8. Kansas City, Clinton & Springfield	8	4,267 92	1 71	16	7,720 60	1 53	16	7,720 60	1 53
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	.....	.....	.....	.....	.....
10. Leavenworth, Topeka & Southwestern	20	12,222 78	1 97	62	26,388 58	.....	61	25,788 58	.....
11. Manhattan, Alma & Burlingame	15	7,107 96	1 91	61	23,607 72	1 70	49	20,607 72	1 52
12. Missouri, Kansas & Texas	.....	.....	.....	.....	.....	.....	.....	.....	.....
13. Missouri Pacific	2,256	1,064,689 32	2 09	4,783	2,189,458 20	1 85	4,762	2,126,396 88	1 80
14. Central Branch Union Pacific	459	298,859 96	2 40	858	487,143 00	1 87	842	419,815 32	1 81
15. Kansas City Northwestern	108	57,002 80	2 04	277	131,163 10	1 65	265	128,345 80	1 63
16. St. Joseph & Grand Island	155	106,030 97	2 32	381	172,223 08	1 92	381	172,223 08	1 92
17. St. Louis & San Francisco	331	257,037 44	2 38	583	376,382 31	1 93	582	373,682 31	1 91
18. Kansas Midland	.....	.....	.....	.....	.....	.....	.....	.....	.....
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	458	363,332 45	2 16	1,138	811,815 35	2 03	1,138	811,815 35	2 03
22. Junction City & Fort Kearney	38	25,618 00	1 87	60	34,309 60	1 72	60	34,309 60	1 72
23. Kansas Central	46	33,703 00	1 99	104	68,691 25	1 76	104	68,691 25	1 76
24. Omaha & Republican Valley	11	6,405 65	1 63	38	15,345 60	1 46	38	15,345 60	1 46
25. Salina & Southwestern	13	8,507 35	1 67	22	12,353 50	1 58	22	12,353 50	1 58
26. Solomon	22	14,682 55	1 87	36	22,558 10	1 67	36	22,558 10	1 67
27. Union Pacific, Lincoln & Colorado	37	28,003 75	1 99	91	49,515 65	1 68	91	49,515 65	1 68
28. Wichita & Western	32	16,817 00	1 74	96	37,732 08	1 74	81	33,212 08	1 58
Totals	8,352	$5,522,731 18	$2 11	21,497	$10,925,994 94	$1 62	21,400	$10,621,357 03	$1 58

TABLE No. 10.—Passenger Traffic, Entire Line.

Roads.	Passengers carried.				Passenger revenue.			Passenger earnings.		
	Number earning revenue.	One mile.	One mile per mile of road.	Average distance.	Total.	Average from each passenger.	Average per passenger per mile.	Total.	Per mile of road.	Per train mile.
				Miles.		*Dols.*	*Cts.*			*Cts.*
1. Atchison, Topeka & Santa Fe	2,172,467	174,827,792	38,578	80.47	$3,897,315 58	1.79	2.229	$5,491,062 16	$1,211 67	96.783
2. Chicago, Burlington & Quincy	[1]6,298,332 [2]1,193,829	234,761,151	40,063	26.00 60.00	5,286,497 83	.54 1.58	2.252	7,552,878 04	1,288 95	103.560
3. Chicago Great Western	966,663	40,885,158	44,056	.....	826,835 54	.86	2.020	1,117,580 07	1,204 26	55.667
4. Chicago, Rock Island & Pacific	4,645,350	177,135,829	49,589	38.13	3,814,146 16	.82	2.153	4,908,264 10	1,374 32	89.363
5. Hutchinson & Southern	16,070	492,536	5,354	30.65	14,406 04	.89	2.925	22,576 01	245 39	132.940
6. Kansas City Belt	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7. Kansas City, Fort Scott & Memphis	761,970	32,664,994	45,279	42.87	700,058 92	.92	2.143	910,140 76	1,261 60	90.986
8. Kansas City, Clinton & Springfield	116,846	3,876,644	23,837	33.18	91,924 47	.79	2.371	116,334 93	715 33	71.344
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	222,094 30	.....	.....	266,149 10	.....	.....
10. Leavenworth, Topeka & Southwestern	.....	.....	.....	.....	8,192 37	.....	.....	11,056 99	191 38	20.470
11. Manhattan, Alma & Burlingame	14,076	292,301	5,163	20.77	7,906 87	.56	2.746	11,369 95	200 81	118.117
12. Missouri, Kansas & Texas	1,347,523	78,375,002	35,674	58.16	1,818,188 14	1.35	2.319	2,339,032 95	1,064 65	73.362
13. Missouri Pacific	1,951,623	90,500,897	28,601	46.37	1,961,265 87	1.00	2.167	2,753,543 89	870 20	73.684
14. Central Branch Union Pacific	152,915	4,490,884	11,569	29.37	119,211 21	.78	2.655	179,973 54	463 62	69.044
15. Kansas City Northwestern	.....	.....	.....	.....	50,198 78	.....	.....	70,598 25	405 43	51.289
16. St. Joseph & Grand Island	164,335	4,668,529	18,595	28.41	121,406 83	.74	2.601	165,234 40	658 14	64.592
17. St. Louis & San Francisco	990,591	43,468,524	37,407	43.88	1,026,602 67	1.04	2.362	1,443,286 01	1,242 02	86.519
18. Kansas Midland	22,846	637,712	5,973	27.91	16,499 22	.72	2.587	31,215 00	292 36	43.444
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	2,433 33	.....	.....	3,923 54	.....	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	947,923	110,890,409	60,852	116.98	2,330,296 27	2.46	2.101	3,747,956 53	2,056 73	129.431
22. Junction City & Fort Kearney	30,722	755,905	8,589	24.60	19,286 53	.63	2.551	30,457 65	846 07	51.714
23. Kansas Central	27,601	596,973	3,588	21.63	16,144 90	.59	2.704	30,380 65	182 59	116.408
24. Omaha & Republican Valley	174,718	5,002,439	10,378	28.63	125,215 55	.72	2.503	175,715 42	364 52	56.116
25. Salina & Southwestern	20,470	414,258	11,682	20.24	11,140 95	.55	2.689	14,797 65	417 31	65.073
26. Solomon	26,981	672,641	11,836	24.93	17,636 46	.65	2.622	24,591 00	432 71	68.698
27. Union Pacific, Lincoln & Colorado	18,153	620,525	2,754	34.18	16,378 30	.90	2.639	32,580 37	144 58	93.083
28. Wichita & Western	17,242	576,898	6,719	33.46	14,525 64	.84	2.518	22,469 59	261 70	36.660
Totals	22,079,246	1,006,608,001	38,455	45.59	$22,535,808 73	1.02	2.233	$31,473,168 55	$1,155 84	91.329

1. East of Missouri river.
2. West of Missouri river.

TABLE No. 10—*Continued.* Freight Traffic, Entire Line.

Roads.	Tons of freight carried.				Freight revenue.			Freight earnings.		
	Number earning revenue.	One mile.	One mile per mile of road.	Average distance hauled.	Total.	Average for each ton.	Average per ton per mile.	Total.	Per mile of road.	Per train mile.
				Miles.		*Cts.*	*Cts.*			*Cts.*
1. Atchison, Topeka & Santa Fe	5,956,452	1,636,291,563	361,068	274.71	$16,526,656 06	277.46	1.010	$16,567,395 12	$3,655 80	141.161
2. Chicago, Burlington & Quincy	7,734,352 3,520,333	1,972,540,990	336,628	184.00 157.00	18,224,387 07	143.92 201.48	.924	18,233,745 01	3,111 72	151.454
3. Chicago Great Western	1,469,215	.....	.....	.....	3,549,010 62	242.00	.....	3,549,010 62	3,824 28	166.634
4. Chicago, Rock Island & Pacific	5,631,724	1,188,336,259	332,736	211.00	11,380,829 10	202.08	.958	11,380,829 10	3,186 65	150.947
5. Hutchinson & Southern	57,614	2,377,442	25,840	43.00	59,324 59	103.00	2.500	59,324 59	644 83	81.850
6. Kansas City Belt	.....	.....	.....	.....	108,879 50	.....	.....	108,879 50	.....	.....
7. Kansas City, Fort Scott & Memphis	2,348,389	418,300,434	579,829	178.12	2,950,339 33	125.63	.705	2,950,329 33	4,089 63	131.516
8. Kansas City, Clinton & Springfield	220,800	21,314,425	131,061	96.53	212,465 31	96.22	.997	212,465 31	1,306 43	142.190
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	1,059,095 33	.....	.....	1,059,095 33	.....	.....
10. Leavenworth, Topeka & Southwestern	.....	.....	.....	.....	16,117 35	.....	.....	16,117 35	278 99	44.420
11. Manhattan, Alma & Burlingame	49,167	1,396,611	24,666	28.41	26,272 31	53.43	1.881	26,281 31	464 17	70.644
12. Missouri, Kansas & Texas	3,236,906	1,017,781,597	463,260	314.43	9,107,207 44	281.35	.895	9,107,207 44	4,145 29	140.786
13. Missouri Pacific	4,904,721	928,060,678	293,295	181.22	7,754,877 04	158.11	.836	7,754,877 04	2,450 78	142.653
14. Central Branch Union Pacific	454,882	56,884,769	146,538	125.05	682,350 07	150.00	1.200	682,350 07	1,757 77	122.813
15. Kansas City Northwestern	207,373	.....	.....	.....	227,162 93	109.54	.....	227,162 93	1,304 56	143.861
16. St. Joseph & Grand Island	484,439	64,423,967	256,603	132.99	733,831 96	151.48	1.139	733,831 96	2,922 93	153.761
17. St. Louis & San Francisco	2,098,828	403,009,043	346,809	192.02	4,477,018 96	213.31	1.111	4,482,926 30	3,857 77	130.509
18. Kansas Midland	121,828	5,146,214	47,801	42.24	92,833 07	76.20	1.804	92,833 07	869 47	111.297
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	7,070 32	.....	.....	7,070 32	.....	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	3,830,492	1,106,973,861	607,463	288.99	10,652,760 64	278.10	.962	10,652,760 64	5,845 81	222.834
22. Junction City & Fort Kearney	75,696	3,172,652	36,049	41.91	106,194 06	140.29	3.347	106,194 06	1,206 61	177.573
23. Kansas Central	88,792	4,722,248	28,381	53.18	117,524 50	132.36	2.489	117,524 50	706 32	130.360
24. Omaha & Republican Valley	580,271	35,033,821	72,678	60.37	628,910 66	108.38	1.795	628,910 66	1,304 69	211.116
25. Salina & Southwestern	24,292	609,647	17,193	25.10	25,888 09	106.57	4.246	25,888 09	730 06	114.372
26. Solomon	71,997	2,809,619	49,439	39.02	83,750 21	116.33	2.981	83,750 21	1,473 70	224.255
27. Union Pacific, Lincoln & Colorado	65,574	5,201,252	23,081	79.32	121,088 00	184.66	2.328	121,088 00	537 33	112.127
28. Wichita & Western	49,528	1,703,765	19,844	34.40	48,019 72	96.95	2.818	48,114 72	560 39	218.217
Totals	43,283,665	8,874,090,817	339,015	205.02	$88,979,864 24	205.56	1.002	$89,035,972 58	$3,267 80	153.562

TABLE No. 10—*Continued.* Passenger and Freight Traffic, Entire Line.

Roads.	Passenger and freight revenue.		Passenger and freight earnings.		Gross earnings from operation.		
	Total.	Per mile of road.	Total.	Per mile of road.	Total.	Per mile of road.	Per train mile.
							Cts.
1. Atchison, Topeka & Santa Fe	$20,423,971 64	$4,506 80	$22,058,457 28	$4,867 47	$22,338,140 77	$4,929 19	128.306
2. Chicago, Burlington & Quincy	23,510,884 90	4,012 30	25,786,623 05	4,400 67	26,633,740 92	4,545 24	137.768
3. Chicago Great Western	4,375,846 16	4,715 25	4,666,590 69	5,028 55	4,675,395 35	5,038 03	112.992
4. Chicago, Rock Island & Pacific	15,194,975 26	4,254 63	16,289,093 20	4,560 97	16,728,6[illegible]5 00	4,684 06	128.365
5. Hutchinson & Southern	73,730 63	801 42	81,900 60	890 22	83,169 18	904 01	92.967
6. Kansas City Belt	108,879 50	10,887 95	108,879 50	10,887 95	216,450 33	21,645 03	.....
7. Kansas City, Fort Scott & Memphis	3,650,398 25	5,060 02	3,860,480 09	5,351 22	4,071,127 71	5,643 21	125.508
8. Kansas City, Clinton & Springfield	304,389 78	1,871 67	328,800 24	2,021 77	330,044 70	2,029 42	105.619
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	1,380,030 50	.....	.....
10. Leavenworth, Topeka & Southwestern	24,309 72	420 80	27,174 34	470 37	42,052 98	727 94	115.910
11. Manhattan, Alma & Burlingame	34,179 18	603 66	37,651 26	664 98	38,328 25	676 94	82.449
12. Missouri, Kansas & Texas	10,925,395 58	4,972 87	11,446,240 39	5,209 94	11,478,315 12	5,224 54	118.859
13. Missouri Pacific	9,716,142 91	3,070 60	10,508,420 93	3,320 98	11,393,123 74	3,600 58	124.201
14. Central Branch Union Pacific	801,561 28	2,064 87	862,323 61	2,221 40	927,758 65	2,389 96	113.659
15. Kansas City Northwestern	277,361 71	1,592 84	297,761 18	1,709 99	360,264 29	2,068 94	121.895
16. St. Joseph & Grand Island	855,238 80	3,406 51	899,066 36	3,581 08	939,087 23	3,740 49	128.104
17. St. Louis & San Francisco	5,503,621 63	4,736 13	5,926,212 31	5,099 79	5,993,336 17	5,157 55	117.444
18. Kansas Midland	109,332 29	1,024 00	124,048 07	1,161 84	124,132 25	1,162 61	79.951
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	10,993 86	.....	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	12,983,056 91	7,124 58	14,400,717 17	7,902 54	14,944,477 36	8,200 93	194.683
22. Junction City & Fort Kearney	125,480 59	1,425 75	136,651 71	1,552 68	137,458 41	1,561 85	115.804
23. Kansas Central	133,669 40	803 35	147,905 15	888 91	152,017 02	913 62	130.765
24. Omaha & Republican Valley	754,126 21	1,564 45	804,626 08	1,669 21	813,702 51	1,688 04	133.170
25. Salina & Southwestern	37,029 04	1,044 25	40,685 74	1,147 37	41,517 23	1,170 82	91.498
26. Solomon	101,386 67	1,784 04	108,341 21	1,906 41	109,133 44	1,920 35	149.208
27. Union Pacific, Lincoln & Colorado	137,466 30	610 01	153,668 37	681 91	194,117 48	861 40	135.753
28. Wichita & Western	62,545 36	728 46	70,584 31	822 09	76,824 54	892 46	92.182
Totals	$110,224,979 70	$4,172 42	$119,172,902 88	$4,511 05	$124,233,424 99	$4,702 61	134.391

TABLE No. 10—*Concluded.* Passenger and Freight Traffic, Entire Line.

Roads.	Operating expenses.			Income from operation.		Deficit from operation for year.
	Total.	Per mile of road.	Per train mile.	Total.	Per mile of road.	
			Cts.			
1. Atchison, Topeka & Santa Fe	$16,255,055 05	$3,586 88	93.366	$6,083,085 72	$1,342 31	.....
2. Chicago, Burlington & Quincy	15,576,246 21	2,658 20	80.571	11,057,494 71	1,887 04	.....
3. Chicago Great Western	3,769,571 38	4,061 95	91.101	905,823 97	976 08	.....
4. Chicago, Rock Island & Pacific	10,999,360 28	3,079 84	84.402	5,729,324 72	1,604 22	.....
5. Hutchinson & Southern	91,340 86	992 83	102.100	.....	.....	$8,171 68
6. Kansas City Belt	75,653 17	7,565 32	.....	140,797 16	14,079 71	.....
7. Kansas City, Fort Scott & Memphis	2,641,771 03	3,575 77	81.751	1,429,356 68	1,967 45	.....
8. Kansas City, Clinton & Springfield	204,947 64	1,260 21	65.586	125,097 06	769 21	.....
9. Kansas City, Pittsburg & Gulf	991,550 88	.....	.....	388,479 62	.....	.....
10. Leavenworth, Topeka & Southwestern	40,908 82	708 13	112.750	1,144 16	19 81	.....
11. Manhattan, Alma & Burlingame	54,338 17	959 70	116.889	.....	.....	16,009 92
12. Missouri, Kansas & Texas	8,081,521 05	3,678 43	73.764	3,396,794 07	1,546 11	.....
13. Missouri Pacific	9,036,159 48	2,855 70	98.506	2,356,964 26	744 87	.....
14. Central Branch Union Pacific	[1]654,461 00	1,685 93	80.117	273,297 65	704 03	.....
15. Kansas City Northwestern	281,[illegible]00 33	1,618 33	95.347	78,463 96	450 61	.....
16. St. Joseph & Grand Island	658,461 36	2,622 73	89.823	280,625 87	1,117 76	.....
17. St. Louis & San Francisco	3,494,233 05	3,006 95	68.472	2,499,103 12	2,150 60	.....
18. Kansas Midland	99,636 72	933 19	64.174	24,495 53	229 42	.....
19. St. Louis, Kansas & Southwestern	15,022 66	.....	.....	.....	.....	4,028 80
20. Union Terminal	.....	.....	.....	.....	.....	.....
21. Union Pacific	9,443,155 91	5,182 03	123.017	5,501,321 45	3,018 90	.....
22. Junction City & Fort Kearney	94,282 46	1,071 27	79.430	43,175 95	490 58	.....
23. Kansas Central	178,689 88	1,073 92	153.710	.....	.....	26,672 86
24. Omaha & Republican Valley	608,019 07	1,261 85	99.508	205,683 44	426 69	.....
25. Salina & Southwestern	32,207 22	908 27	70.980	9,310 01	262 55	.....
26. Solomon	62,143 85	1,093 50	84.963	46,989 59	826 85	.....
27. Union Pacific, Lincoln & Colorado	171,323 36	760 25	119.812	22,794 12	101 15	.....
28. Wichita & Western	62,056 33	722 76	74.462	14,768 21	17	.....
Totals	$83,673,918 22	$2,167 31	90.515	$40,614,391 03	$1,533 59	$54,883 26

1. The discrepancy between this total and total gross earnings in table No. 7 is caused by Central Branch reporting two separate and different amounts on separate pages representing same item, and we know not which is correct. The same thing happens with the St. Joseph & Grand Island as to passenger and freight revenue and earnings.

TABLE No. 10—*Continued.* Passenger and Freight Traffic, Entire Line.

Roads.	Passenger and freight revenue.		Passenger and freight earnings.		Gross earnings from operation.		
	Total.	Per mile of road.	Total.	Per mile of road.	Total.	Per mile of road.	Per train mile.
							Cts.
1. Atchison, Topeka & Santa Fe	$20,423,971 64	$4,506 80	$22,058,457 28	$4,867 47	$22,338,140 77	$4,929 19	128.306
2. Chicago, Burlington & Quincy	23,510,884 90	4,012 30	25,786,623 05	4,400 67	26,633,740 92	4,545 24	137.768
3. Chicago Great Western	4,375,846 16	4,715 25	4,666,590 69	5,028 55	4,675,395 35	5,038 03	112.992
4. Chicago, Rock Island & Pacific	15,194,975 26	4,254 63	16,289,093 20	4,560 97	16,728,685 00	4,684 06	128.365
5. Hutchinson & Southern	73,730 63	801 42	81,900 60	890 22	83,169 18	904 01	92.967
6. Kansas City Belt	108,879 50	10,887 95	108,879 50	10,887 95	216,450 33	21,645 03	.....
7. Kansas City, Fort Scott & Memphis	3,650,398 25	5,060 02	3,860,480 09	5,351 22	4,071,127 71	5,643 21	125.508
8. Kansas City, Clinton & Springfield	304,389 78	1,871 67	328,800 24	2,021 77	330,044 70	2,029 42	105.619
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	1,380,030 50	.....	.....
10. Leavenworth, Topeka & Southwestern	24,309 72	420 80	27,174 34	470 37	42,052 98	727 94	115.910
11. Manhattan, Alma & Burlingame	34,179 18	603 66	37,651 26	664 98	38,328 25	676 94	82.449
12. Missouri, Kansas & Texas	10,925,395 58	4,972 87	11,446,240 39	5,209 94	11,478,315 12	5,224 54	118.859
13. Missouri Pacific	9,716,142 91	3,070 60	10,508,420 93	3,320 98	11,393,123 74	3,600 58	124.201
14. Central Branch Union Pacific	801,561 28	2,064 87	862,323 61	2,221 40	927,758 65	2,389 96	113.659
15. Kansas City Northwestern	277,361 71	1,592 84	297,761 18	1,709 99	360,264 29	2,068 94	121.895
16. St. Joseph & Grand Island	855,238 80	3,406 51	899,066 36	3,581 08	939,087 23	3,740 49	128.104
17. St. Louis & San Francisco	5,503,621 63	4,736 13	5,926,212 31	5,099 79	5,993,336 17	5,157 55	117.444
18. Kansas Midland	109,332 29	1,024 00	124,048 07	1,161 84	124,132 25	1,162 61	79.951
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	10,993 86	.....	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	12,983,056 91	7,124 58	14,400,717 17	7,902 54	14,944,477 36	8,200 93	194.683
22. Junction City & Fort Kearney	125,480 59	1,425 75	136,651 71	1,552 68	137,458 41	1,561 85	115.804
23. Kansas Central	133,669 40	803 35	147,905 15	888 91	152,017 02	913 62	130.765
24. Omaha & Republican Valley	754,126 21	1,564 45	804,626 08	1,669 21	813,702 51	1,688 04	133.170
25. Salina & Southwestern	37,029 04	1,044 25	40,685 74	1,147 37	41,517 23	1,170 82	91.498
26. Solomon	101,386 67	1,784 04	108,341 21	1,906 41	109,133 44	1,920 35	149.238
27. Union Pacific, Lincoln & Colorado	137,466 30	610 01	153,668 37	681 91	194,117 48	861 40	135.753
28. Wichita & Western	62,545 36	728 46	70,584 31	822 09	76,824 54	892 46	92.182
Totals	$110,224,979 70	$4,172 42	$119,172,902 88	$4,511 05	$124,233,424 99	$4,702 61	134.391

TABLE No. 10—*Concluded.* Passenger and Freight Traffic, Entire Line.

Roads.	Operating expenses.			Income from operation.		Deficit from operation for year.
	Total.	Per mile of road.	Per train mile.	Total.	Per mile of road.	
			Cts.			
1. Atchison, Topeka & Santa Fe	$16,255,055 05	$3,586 88	93.366	$6,083,085 72	$1,342 31	.....
2. Chicago, Burlington & Quincy	15,576,246 21	2,658 20	80.571	11,057,494 71	1,887 04	.....
3. Chicago Great Western	3,769,571 38	4,061 95	91.101	905,823 97	976 08	.....
4. Chicago, Rock Island & Pacific	10,999,360 28	3,079 84	84.402	5,729,324 72	1,601 22	.....
5. Hutchinson & Southern	91,340 86	992 83	102.100	.....	.....	$8,171 68
6. Kansas City Belt	75,653 17	7,565 32	.....	140,797 16	14,079 71	.....
7. Kansas City, Fort Scott & Memphis	2,641,771 03	3,575 77	81.751	1,429,356 68	1,967 45	.....
8. Kansas City, Clinton & Springfield	204,947 64	1,260 21	65.586	125,097 06	769 21	.....
9. Kansas City, Pittsburg & Gulf	991,550 88	.....	.....	388,479 62	.....	.....
10. Leavenworth, Topeka & Southwestern	40,908 82	708 13	112.750	1,144 16	19 81	.....
11. Manhattan, Alma & Burlingame	54,338 17	959 70	116.889	.....	.....	16,009 92
12. Missouri, Kansas & Texas	8,081,521 05	3,678 43	73.764	3,396,794 07	1,546 11	.....
13. Missouri Pacific	9,036,159 48	2,855 70	98.506	2,356,964 26	744 87	.....
14. Central Branch Union Pacific	[1]654,461 00	1,685 93	80.117	273,297 65	704 03	.....
15. Kansas City Northwestern	281,200 33	1,618 33	95.347	78,463 96	450 61	.....
16. St. Joseph & Grand Island	658,461 36	2,622 73	89.823	280,625 87	1,117 76	.....
17. St. Louis & San Francisco	3,494,233 05	3,006 95	68.472	2,499,103 12	2,150 60	.....
18. Kansas Midland	99,636 72	933 19	64.174	24,495 53	229 42	.....
19. St. Louis, Kansas & Southwestern	15,022 66	.....	.....	.....	.....	4,028 80
20. Union Terminal	.....	.....	.....	.....	.....	.....
21. Union Pacific	9,443,155 91	5,182 03	123.017	5,501.321 45	3,018 90	.....
22. Junction City & Fort Kearney	94,282 46	1,071 27	79.430	43,175 95	490 58	.....
23. Kansas Central	178,689 88	1,073 92	153.710	.....	.....	26,672 86
24. Omaha & Republican Valley	608,019 07	1,261 85	99.508	205,683 44	426 69	.....
25. Salina & Southwestern	32,207 22	908 27	70.980	9,310 01	262 55	.....
26. Solomon	62,143 85	1,093 50	84.963	46,989 59	826 85	.....
27. Union Pacific, Lincoln & Colorado	171,323 36	760 25	119.812	22,794 12	101 15	.....
28. Wichita & Western	62,056 33	722 76	74.462	14,768 21	17	.....
Totals	$83,673,918 22	$2,167 31	90.515	$40,614,391 03	$1,533 59	$54,883 26

1. The discrepancy between this total and total gross earnings in table No. 7 is caused by Central Branch reporting two separate and different amounts on separate pages representing same item, and we know not which is correct. The same thing happens with the St. Joseph & Grand Island as to passenger and freight revenue and earnings.

TABLE No. 10a. Passenger Traffic, State of Kansas.

Roads.	Passengers carried.				Passenger revenue.			Passenger earnings.		
	Number earning revenue.	One mile.	One mile per mile of road.	Average distance.	Total.	Average from each passenger.	Average per passenger per mile.	Total.	Per mile of road.	Per train mile.
				Miles.		*Dols.*	*Cts.*			*Cts.*
1. Atchison, Topeka & Santa Fe	1,257,416	83,510,014	34,082	66.41	$1,829,494 54	1.4550	2.191	$2,504,289 44	$1,022 03	100.294
2. Chicago, Burlington & Quincy	.....	.....	.....	.....	.....	.....	.....	45,468 51	175 13	55.000
3. Chicago Great Western	.....	.....	.....	.....	29,705 03	.....	.....	34,959 82	1,062 29	49.437
4. Chicago, Rock Island & Pacific	438,302	33,887,189	30,141	77.31	745,139 48	1.7000	2.199	1,020,687 29	907 84	76.393
5. Hutchinson & Southern	16,070	492,536	5,354	30.65	14,406 04	.8965	2.925	22,576 01	245 39	132.940
6. Kansas City Belt	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7. Kansas City, Fort Scott & Memphis	429,824	14,927,932	57,777	34.73	325,460 57	.7572	2.180	401,585 01	1,554 30	112.096
8. Kansas City, Clinton & Springfield	32,950	434,502	37,393	13.19	10,738 05	.3296	2.518	12,546 28	1,079 71	107.684
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10. Leavenworth, Topeka & Southwestern	.....	.....	.....	.....	8,192 37	.....	.....	11,056 99	191 38	20.470
11. Manhattan, Alma & Burlingame	14,076	292,301	5,163	20.77	7,906 87	.5617	2.746	11,369 95	200 81	118.117
12. Missouri, Kansas & Texas	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13. Missouri Pacific	739,167	36,221,448	19,817	49.00	790,885 68	1.0699	2.183	1,120,954 96	613 29	69.250
14. Central Branch Union Pacific	152,915	4,490,884	11,569	29.00	119,211 21	.7796	2.655	179,973 54	463 62	69.044
15. Kansas City Northwestern	.....	.....	.....	.....	48,693 53	.....	.....	67,664 91	440 87	51.997
16. St. Joseph & Grand Island	118,613	3,172,246	22,926	26.75	85,303 33	.7191	2.689	109,453 66	79 10	72.440
17. St. Louis & San Francisco	104,242	3,861,762	14,358	37.05	91,214 82	.8750	2.362	171,039 92	635 95	41.249
18. Kansas Midland	22,846	637,712	5,972	28.00	16,499 22	.7221	2.587	31,215 00	292 36	43.444
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	291,034	23,851,850	49,584	81.96	495,916 34	1.7039	2.079	681,514 05	1,416 75	103.842
22. Junction City & Fort Kearney	30,722	755,905	8,589	24.60	19,286 53	.6277	2.551	30,457 65	346 07	51.714
23. Kansas Central	27,601	596,973	3,588	21.63	16,144 90	.5849	2.704	30,380 65	182 59	116.408
24. Omaha & Republican Valley	34,202	861,516	12,744	25.19	22,685 71	.6632	2.633	30,327 58	448 63	65.994
25. Salina & Southwestern	20,470	414,258	11,682	20.24	11,140 95	.5442	2.689	14,797 65	417 31	65.073
26. Solomon	26,981	672,641	11,836	24.93	17,636 46	.6536	2.622	24,591 00	432 71	68.698
27. Union Pacific, Lincoln & Colorado	18,153	620,525	2,754	34.18	16,378 30	.9022	2.639	32,580 37	144 58	93.083
28. Wichita & Western	17,242	576,898	6,719	33.46	14,525 64	.8424	2.518	22,469 59	261 70	36.660
Totals	3,793,824	210 279,092	26,828	55.43	$4,736,565 57	1.2485	2.252	$6,711,959 83	$810 09	84.170

TABLE No. 10a—*Continued.* Freight Traffic, State of Kansas.

Roads.	Tons of freight carried.				Freight revenue.			Freight earnings.		
	Number earning revenue.	One mile.	One mile per mile of road.	Average distance hauled.	Total.	Average for each ton.	Average per ton per mile.	Total.	Per mile of road.	Per train mile.
				Miles.		*Cts.*	*Cts.*			*Cts.*
1. Atchison, Topeka & Santa Fe	3,111,894	596,552,046	243,460	191.70	$6,457,418 61	207.50	1.082	$6,464,661 20	$2,638 33	126.070
2. Chicago, Burlington & Quincy	.....	.....	.....	.....	.....	.....	.....	108,471 34	417 81	65.000
3. Chicago Great Western	.....	.....	.....	.....	121,665 16	.....	.....	121,665 16	3,696 91	172.200
4. Chicago, Rock Island & Pacific	1,596,608	235,309,820	209,295	147.38	2,407,775 55	150.80	1.023	2,407,775 55	2,141 58	133.716
5. Hutchinson & Southern	10,592	402,496	4,908	38.00	59,324 59	103.00	2.500	59,324 59	644 83	81.850
6. Kansas City Belt	.....	.....	.....	.....	.....	.....	.....	64,285 75	.....	.....
7. Kansas City, Fort Scott & Memphis	1,731,331	157,167,589	608,304	90.78	1,062,138 11	61.34	.676	1,062,138 11	4,110 92	132.196
8. Kansas City, Clinton & Springfield	137,409	1,574,172	135,471	11.46	20,700 42	15.06	1.308	20,700 42	1,781 45	193.897
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10. Leavenworth, Topeka & Southwestern	.....	.....	.....	.....	16,117 35	.....	.....	16,117 35	278 99	44.420
11. Manhattan, Alma & Burlingame	49,167	1,396,611	24,666	28.41	26,272 31	53.43	1.881	26,281 31	464 17	70.644
12. Missouri, Kansas & Texas	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13. Missouri Pacific	2,720,756	344,399,438	188,427	126.58	3,044,251 67	111.89	.884	3,044,251 67	1,165 56	127.521
14. Central Branch Union Pacific	454,882	56,884,769	146,538	125.00	682,350 07	150.00	1.200	682,350 07	1,757 77	122.813
15. Kansas City Northwestern	.....	.....	.....	.....	224,368 41	.....	.....	224,368 41	1,461 87	148.136
16. St. Joseph & Grand Island	445,948	46,181,171	333,751	103.56	535,447 39	120.07	1.159	535,447 39	386 96	157.752
17. St. Louis & San Francisco	613,532	56,390,820	209,670	91.91	626,502 01	102.11	1.111	626,502 01	2,329 44	101.508
18. Kansas Midland	121,828	5,146,214	47,800	42.24	92,833 07	76.20	1.804	92,833 07	869 47	111.297
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	.....	.....	.....	10,993 86	.....	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	1,090,401	180,785,667	375,823	165.80	1,707,132 34	156.56	.944	1,707,132 34	3,548 84	212.365
22. Junction City & Fort Kearney	75,696	3 172,652	36,049	41.91	106,194 06	140.29	3.347	106,194 06	1,206 61	177.573
23. Kansas Central	88,792	4,722,248	28,381	53.18	117,524 50	132.36	2.489	117,524 50	706 32	130.360
24. Omaha & Republican Valley	167,646	8,892,271	131,542	53.04	120,995 24	72.17	1.361	120,995 24	1,789 87	249.851
25. Salina & Southwestern	24,292	609,647	17,193	25.10	25,888 09	106.57	4.246	25,888 09	730 06	114.372
26. Solomon	71,997	2,809,619	49,439	39.02	83,750 21	116.32	2.981	83,750 21	1,473 70	224.255
27. Union Pacific, Lincoln & Colorado	65,574	5,201,252	23,081	79.32	121,088 00	184.66	2.328	121,088 00	537 33	112.127
28. Wichita & Western	49,528	1,703,765	19,844	34.40	48,019 72	96.95	2.818	48,114 72	560 39	218.217
Totals	12,627,873	1,709,302,267	218,072	135.35	$17,707,756 86	140.22	1.035	$17,898,854 42	$2,160 28	133.145

TABLE No. 10a—*Continued.* Passenger and Freight Traffic, State of Kansas.

Roads.	Passenger and freight revenue.		Passenger and freight earnings.		Gross earnings from operation.		
	Total.	Per mile of road.	Total.	Per mile of road.	Total.	Per mile of road.	Per train mile.
							Cts.
1. Atchison, Topeka & Santa Fe	$8,286,913 15	$3,381 98	$8,968,950 64	$3,660 33	$9,059,854 64	$3,674 43	118.822
2. Chicago, Burlington & Quincy	.....	.....	.....	.....	190,056 12	.....	.....
3. Chicago Great Western	151,370 19	4,599 52	156,624 97	4,759 20	157,078 37	4,772 97	111.110
4. Chicago, Rock Island & Pacific	3,152,915 03	2,804 34	3,428,462 84	3,049 42	3,484,771 07	3,099 50	111.094
5. Hutchinson & Southern	73,730 63	801 42	81,900 60	890 22	83,169 18	904 01	92.967
6. Kansas City Belt	32,337 21	10,887 95	32,337 21	10,887 95	64,285 75	21,645 03	.....
7. Kansas City, Fort Scott & Memphis	1,387,598 68	5,370 59	1,463,723 12	5,665 22	1,515,929 10	5,867 28	188.676
8. Kansas City, Clinton & Springfield	31,438 47	2,705 55	33,246 70	2,861 16	33,323 61	2,867 78	149.253
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	.....	.....	.....
10. Leavenworth, Topeka & Southwestern	24,309 72	420 80	27,174 34	470 37	42,052 98	727 93	115.910
11. Manhattan, Alma & Burlingame	34,179 18	603 66	37,651 26	664 98	38,328 25	676 94	82.449
12. Missouri, Kansas & Texas	.....	.....	.....	.....	.....	.....	.....
13. Missouri Pacific	3,835,137 35	2,098 27	4,165,206 63	2,278 86	4,418,704 17	2,417 55	110.303
14. Central Branch Union Pacific	801,561 28	2,064 87	862,323 61	2,221 40	927,758 65	2,389 96	118.659
15. Kansas City Northwestern	273,061 94	1,779 14	292,033 32	1,902 75	352,660 26	2,297 76	125.237
16. St. Joseph & Grand Island	620,750 72	448 61	644,901 05	466 06	666,958 15	482 01	135.970
17. St. Louis & San Francisco	717,716 83	2,668 59	797,541 93	2,965 39	810,877 43	3,014 98	78.535
18. Kansas Midland	109,332 29	1,024 00	124,048 07	1,161 84	124,132 25	1,162 61	79.951
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	10,993 86	.....	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	2,203,048 68	4,579 76	2,388,646 39	4,965 59	2,503 808 52	5,204 99	171.474
22. Junction City & Fort Kearney	125,480 59	1,425 75	136,651 71	1,552 68	137,458 41	1,561 85	115.804
23. Kansas Central	133,669 40	803 35	147,905 15	888 91	152,017 02	913 62	130.765
24. Omaha & Republican Valley	143,680 95	2,125 46	151,322 82	2,238 50	151,788 81	2,245 40	160.824
25. Salina & Southwestern	37,029 04	1,044 25	40,685 74	1,147 37	41,517 23	1,170 82	91.498
26. Solomon	101,386 67	1,784 03	108,341 21	1,906 41	109,133 44	1,920 35	149.208
27. Union Pacific, Lincoln & Colorado	137,466 30	610 01	153,663 37	681 91	194,117 48	861 40	135.753
28. Wichita & Western	62,545 36	728 46	70,584 31	822 09	76,824 54	892 46	92.182
Totals	$22,476,659 66	$2,799 51	$24,313,931 99	$3,028 35	$25,347,599 29	$3,036 46	118.317

TABLE No. 10a — *Concluded.* Passenger and Freight Traffic, State of Kansas.

Roads.	Operating expenses.			Total income from operation.	Deficit from operation for year.
	Total.	Per mile of road.	Per train mile.		
			Cts.		
1. Atchison, Topeka & Santa Fe	$6,504,733 59	$2,654 66	85.310	$2,555,121 05	.....
2. Chicago, Burlington & Quincy	257,143 48	.....	.....	.....	$67,087 36
3. Chicago Great Western	174,676 74	5,307 71	123.560	.....	17,598 37
4. Chicago, Rock Island & Pacific	2,469,778 25	2,196 73	78.736	1,014,992 82	.....
5. Hutchinson & Southern	91,340 86	992 83	102.100	.....	8,171 68
6. Kansas City Belt	22,469 00	7,565 32	.....	41,816 75	.....
7. Kansas City, Fort Scott & Memphis	941,957 74	3,645 77	81.084	573,971 36	.....
8. Kansas City, Clinton & Springfield	20,693 96	1,780 90	92.686	12,629 65	.....
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	.....
10. Leavenworth, Topeka & Southwestern	40,908 82	708 13	112.750	1,144 16	.....
11. Manhattan, Alma & Burlingame	54,338 17	959 70	116.889	.....	16,009 92
12. Missouri, Kansas & Texas	.....	.....	.....	.....	.....
13. Missouri Pacific	3,949,207 30	2,160 68	98.583	469,496 87	.....
14. Central Branch Union Pacific	654,461 00	1,685 93	80.177	273,297 65	.....
15. Kansas City Northwestern	260,990 88	1,700 49	92.683	91,669 38	.....
16. St. Joseph & Grand Island	445,119 88	321 68	90.744	221,838 27	.....
17. St. Louis & San Francisco	770,572 80	2,865 11	74.679	40,304 63	.....
18. Kansas Midland	99,636 72	933 19	64.174	24,495 53	.....
19. St. Louis, Kansas & Southwestern	15,022 66	.....	.....	.....	4,028 80
20. Union Terminal	.....	.....	.....	.....	.....
21. Union Pacific	1,666,446 62	3,464 26	114.127	837,361 90	.....
22. Junction City & Fort Kearney	94,282 46	1,071 27	79.430	43,175 95	.....
23. Kansas Central	178,689 88	1,073 92	153.710	.....	26,672 86
24. Omaha & Republican Valley	95,884 63	1,418 41	101.592	55,904 18	.....
25. Salina & Southwestern	32,207 22	908 27	70.980	9,310 01	.....
26. Solomon	62,143 85	1,093 50	84.963	46,989 59	.....
27. Union Pacific, Lincoln & Colorado	171,323 36	760 25	119.812	22,794 12	.....
28. Wichita & Western	62,056 33	722 76	74.462	14,768 21	.....
Totals	$19,136,086 20	$2,292 37	89.324	$6,351,082 08	$139,568 99

TABLE No. 11.—Train Mileage, Entire Line.

Roads.	Miles run by—						
	Passenger trains.	Freight trains.	Mixed trains.	Total trains earning revenue.	Switching trains.	Construction and other trains.	Grand total.
1. Atchison, Topeka & Santa Fe	5,386,779	10,876,162	1,147,171	17,410,112	2,823,859	648,599	20,882,570
2. Chicago, Burlington & Quincy	7,293,219	12,039,163	.....	19,332,382	.....	.....	19,332,382
3. Chicago Great Western	2,007,957	2,129,819	.....	4,137,776	476,037	285,392	4,899,205
4. Chicago, Rock Island & Pacific	5,492,480	7,539,634	.....	13,032,114	3,388,245	393,106	16,813,465
5. Hutchinson & Southern	16,982	72,479	.....	89,461	.....	3,311	92,772
6. Kansas City Belt	.....	.....	.....	.....	158,767	.....	158,767
7. Kansas City, Fort Scott & Memphis	998,430	2,237,780	7,511	3,243,721	1,066,463	134,580	4,444,764
8. Kansas City, Clinton & Springfield	163,062	149,424	.....	312,486	4,106	5,730	322,322
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	.....	.....	.....
10. Leavenworth, Topeka & Southwestern	36,280	.....	.....	36,280	31,400	.....	67,680
11. Manhattan, Alma & Burlingame	504	10,815	35,168	46,487	.....	174	46,661
12. Missouri, Kansas & Texas	3,188,310	6,468,812	.....	9,657,122	1,178,604	120,166	10,955,892
13. Missouri Pacific	3,543,106	4,854,604	775,456	9,173,166	2,195,074	153,340	11,521,580
14. Central Branch Union Pacific	196,473	363,021	256,772	816,266	84,243	3,750	904,259
15. Kansas City Northwestern	137,649	157,904	.....	295,553	62,485	15,276	373,314
16. St. Joseph & Grand Island	217,632	362,708	152,728	733,068	36,572	24,562	794,202
17. St. Louis & San Francisco	1,626,477	3,309,857	166,815	5,103,149	504,936	39,024	5,647,109
18. Kansas Midland	58,417	43,106	53,738	155,261	9,219	.....	164,480
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	.....	.....	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	2,892,063	4,769,603	14,640	7,676,306	1,842,476	392,602	9,911,384
22. Junction City & Fort Kearney	58,896	59,803	.....	118,699	23,328	5,718	147,745
23. Kansas Central	222	12,525	103,505	116,252	11,217	14,965	142,434
24. Omaha & Republican Valley	276,465	187,914	146,646	611,025	29,919	34,706	675,650
25. Salina & Southwestern	22,740	22,635	.....	45,375	10,011	1,250	56,636
26. Solomon	35,796	37,346	.....	73,142	3,666	1,354	78,162
27. Union Pacific, Lincoln & Colorado	.....	2,987	140,006	142,993	10,011	11,677	164,681
28. Wichita & Western	54,519	1,733	27,088	83,340	.....	2,267	85,607
Totals	33,704,458	55,709,834	[3]3,027,244	92,441,536	13,950,638	2,291,549	108,683,723

3. In making the averages for train mileage in table No. 10, one-fourth of the mileage of mixed trains was counted as passenger mileage and three-fourths freight mileage.

TABLE No. 11 — *Concluded.* Train Mileage, Entire Line.

Roads.	Mileage of freight-cars.				Average number of freight-cars in train.			Average number tons of freight.	
	Loaded.		Empty.		Total.	Loaded.	Empty.	In train.	In loaded car.
	North or east.	South or west.	North or east.	South or west.					
1. Atchison, Topeka & Santa Fe	81,154,735	75,556,917	34,509,602	40,145,284	20	13	7	139	10
2. Chicago, Burlington & Quincy	[1]182,795,887	.....	.....	[2]72,004,957	21	15	6	163	11
3. Chicago Great Western	17,973,405	16,620,200	4,719,019	5,748,685	20	15	5	.....	.....
4. Chicago, Rock Island & Pacific	56,347,761	52,124,433	18,698,860	24,347,911	20	14	6	157	11
5. Hutchinson & Southern	.....	.....	.....	.....	18	15	3	.....	.....
6. Kansas City Belt	.....	.....	.....	.....	.....	.....	.....	.....	.....
7. Kansas City, Fort Scott & Memphis	14,257,251	17,341,464	8,151,110	5,367,139	20	14	6	204	14
8. Kansas City, Clinton & Springfield	780,204	919,559	150,698	215,939	14	11	3	153	13
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	.....	.....	.....	.....	.....
10. Leavenworth, Topeka & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....
11. Manhattan, Alma & Burlingame	64,281	105,547	69,070	27,292	7	4	3	32	8
12. Missouri, Kansas & Texas	33,471,753	53,320,630	35,031,907	15,600,375	21	13	8	157	12
13. Missouri Pacific	38,446,350	39,815,082	14,118,186	16,856,572	20	14	6	170	12
14. Central Branch Union Pacific	2,853,055	2,625,462	776,837	896,655	13	10	3	102	10
15. Kansas City Northwestern	[1]1,383,670	.....	.....	[2]553,304	.....	.....	.....	.....	.....
16. St. Joseph & Grand Island	3,058,324	2,280,931	596,043	1,443,194	15	11	4	135	13
17. St. Louis & San Francisco	16,989,689	22,496,748	13,329,938	8,187,864	21	13	8	132	10
18. Kansas Midland	253,063	313,366	111,243	94,703	11	7	4	64	9
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	60,000,854	41,113,895	13,532,699	31,358,753	31	21	10	231	11
22. Junction City & Fort Kearney	164,446	190,372	111,276	74,763	9	6	3	53	10
23. Kansas Central	291,661	272,197	153,279	97,871	7	5	2	40	10
24. Omaha & Republican Valley	1,547,284	1,876,286	865,662	551,154	14	10	4	104	11
25. Salina & Southwestern	42,261	28,564	13,135	22,278	5	3	2	27	12
26. Solomon	126,057	131,095	72,428	44,491	10	7	3	75	12
27. Union Pacific, Lincoln & Colorado	370,438	393,283	205,796	137,551	8	5	3	36	8
28. Wichita & Western	113,309	90,945	46,334	75,176	14	9	5	26	3
Totals	512,485,938	427,617,976	145,266,122	223,851,911	.....	.....	.....	.....	.....

1. Includes loaded cars south or west.
2. Includes empty cars north or east.

TABLE No. 11a.—Train Mileage, State of Kansas.

Roads.	Miles run by—						
	Passenger trains.	Freight trains.	Mixed trains.	Total trains earning revenue.	Switching trains.	Construction and other trains.	Grand total.
1. Atchison, Topeka & Santa Fe	2,259,437	4,415,371	949,971	7,624,779	1,539,985	259,440	9,424,204
2. Chicago, Burlington & Quincy	82,096	166,235	.....	248,331	.....	.....	248,331
3. Chicago Great Western	70,716	70,653	.....	141,369	30,944	521	172,834
4. Chicago, Rock Island & Pacific	1,336,104	1,800,668	.....	3,136,772	496,760	88,049	3,721,581
5. Hutchinson & Southern	16,982	72,479	.....	89,461	3,311	.....	92,772
6. Kansas City Belt	.....	.....	.....	.....	.....	63,507	63,507
7. Kansas City, Fort Scott & Memphis	357,578	801,441	2,690	1,161,709	381,944	48,199	1,591,852
8. Kansas City, Clinton & Springfield	11,651	10,676	.....	22,327	293	409	23,029
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	.....	.....	.....
10. Leavenworth, Topeka & Southwestern	.....	.....	36,280	36,280	31,400	.....	67,680
11. Manhattan, Alma & Burlingame	504	10,815	35,168	46,487	.....	174	46,661
12. Missouri, Kansas & Texas	.....	.....	.....	.....	.....	.....	.....
13. Missouri Pacific	1,501,644	2,036,067	468,256	4,005,967	871,633	59,464	4,937,064
14. Central Branch Union Pacific	196,473	363,021	256,772	816,266	84,243	3,750	904,259
15. Kansas City Northwestern	130,133	151,461	.....	281,594	61,936	15 276	358,806
16. St. Joseph & Grand Island	133,718	287,292	69,508	490,518	36,572	21,469	548,559
17. St. Louis & San Francisco	414,652	617,194	.....	1,031,846	130,169	10,836	1,172,851
18. Kansas Midland	58,417	43,106	53,738	155,261	9,219	.....	164,480
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	.....	.....	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	656,298	803,867	.....	1,460,165	309,048	55,229	1,824,442
22. Junction City & Fort Kearney	58,896	59,803	.....	118,699	23,328	5,718	147,745
23. Kansas Central	222	12,525	103,505	116,252	11,217	14,965	142,434
24. Omaha & Republican Valley	45,955	48,427	.....	94,382	.....	9,667	104,049
25. Salina & Southwestern	22,740	22,635	.....	45,375	10,011	1,250	56,636
26. Solomon	35,796	37,346	.....	73,142	3,666	1,354	78,162
27. Union Pacific, Lincoln & Colorado	.....	2,987	[1]140,006	142,993	10,011	11,677	164,681
28. Wichita & Western	54,519	1,733	27,088	83,340	.....	2,267	85,607
Totals	7,444,531	11,835,802	2,142,982	21,423,315	4,045,690	673,221	26,142,226

1. In making up the average shown in table No. 10a under heading "Per train mile," one-fourth of the mileage of mixed trains was counted as mileage for passenger trains and three-fourths as mileage for freight trains.

TABLE No. 11 a — *Concluded.* Train Mileage, State of Kansas.

Roads.	Mileage of freight-cars.				Average number of freight-cars in train.			Average number tons of freight.	
	Loaded.		Empty.		Total.	Loaded.	Empty.	In train.	In loaded car.
	North or east.	South or west.	North or east.	South or west.					
1. Atchison, Topeka & Santa Fe	33,546,560	28,383,634	12,036,166	16,698,560	18	12	6	116	9
2. Chicago, Burlington & Quincy	.....	.....	.....	.....	.....	.....	.....	.....	.....
3. Chicago Great Western	307,435	449,787	270,808	91,649	15	10	5	397	.....
4. Chicago, Rock Island & Pacific	11,950,143	11,859,087	4,873,584	5,618,748	19	13	6	130	10
5. Hutchinson & Southern	.....	.....	.....	.....	.....	.....	.....	.....	.....
6. Kansas City Belt	.....	.....	.....	.....	.....	.....	.....	.....	.....
7. Kansas City, Fort Scott & Memphis	6,966,916	5,109,942	1,991,352	3,909,871	25	16	9	211	14
8. Kansas City, Clinton & Springfield	63,349	73,599	11,166	16,001	24	17	7	154	19
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	.....	.....	.....	.....	.....
10. Leavenworth, Topeka & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....
11. Manhattan, Alma & Burlingame	64,281	105,547	69,070	27,292	7	4	3	32	8
12. Missouri, Kansas & Texas	.....	.....	.....	.....	.....	.....	.....	.....	.....
13. Missouri Pacific	14,975,627	15,554,996	5,868,246	6,588,551	18	12	6	144	11
14. Central Branch Union Pacific	2,853,055	2,625,462	776,837	896,655	12	9	3	102	10
15. Kansas City Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....
16. St. Joseph & Grand Island	2,216,984	1,614,415	412,031	1,100,175	16	11	5	136	13
17. St. Louis & San Francisco	3,051,348	4,040,416	2,394,057	1,470,540	21	13	8	132	10
18. Kansas Midland	253,063	313,366	111,243	94,703	10	7	3	64	9
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	7,594,611	7,526,416	2,585,859	3,067,323	26	19	7	225	13
22. Junction City & Fort Kearney	164,446	190,372	111,276	74,763	9	6	3	53	10
23. Kansas Central	291,661	272,197	153,279	97,871	7	5	2	40	10
24. Omaha & Republican Valley	259,802	469,146	264,772	83,824	22	15	7	183	13
25. Salina & Southwestern	42,261	28,564	13,135	22,278	5	3	2	27	12
26. Solomon	126,057	131,095	72,428	44,491	10	7	3	75	13
27. Union Pacific, Lincoln & Colorado	370,438	393,283	205,796	137,551	8	5	3	36	8
28. Wichita & Western	113,309	90,945	46,334	75,176	14	9	5	26	3
Totals	85,211,346	79,232,269	32,267,439	40,116,022	.....	.....	.....	.....	.....

TABLE No. 12.—Freight Traffic Movement, Entire Line.

Roads.	Products of agriculture.													
	Grain.		Flour.		Other mill products.		Hay.		Tobacco.		Cotton.		Fruit and vegetables.	
	Tonnage.	%	Tonnage.	%	Tonnage.	%	Tonnage.	%	Tonnage.	%	Tonnage.	%	Tonnage.	%
1. Atchison, Topeka & Santa Fe	985,335	16.54	133,498	2.24	49,218	.83	96,641	1.62	.....	.....	14,687	.25	175,752	2.95
2. Chicago, Burlington & Quincy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3. Chicago Great Western	358,545	24.44	149,143	10.15	34,951	2.37	10,054	.68	79	.....	2,294	.15	45,102	3.07
4. Chicago, Rock Island & Pacific	1,350,412	23.98	154,892	2.75	97,057	1.72	90,149	1.60	[2]2,074	.04	5,216	.09	[1]38,768 120,356	.69 2.14
5. Hutchinson & Southern	31,195	54.15	262	.45	723	1.25	.....	.....	.....	.....	.....	.....	1,062	1.84
6. Kansas City Belt	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7. Kansas City, Fort Scott & Memphis	278,840	11.87	[3]107,520	4.58	.....	.....	89,528	3.81	.....	.....	7,247	.31	[1]14,565 19,760	.62 .84
8. Kansas City, Clinton & Springfield	20,200	9.15	[3]8,865	4.01	.....	.....	12,037	5.45	.....	.....	.....	.....	637	.29
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10. Leavenworth, Topeka & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11. Manhattan, Alma & Burlingame	6,464	13.15	543	1.10	158	.32	1,452	2.95	.....	.....	.....	.....	117	.24
12. Missouri, Kansas & Texas	638,759	19.73	85,033	2.63	.....	.....	71,992	2.22	.....	.....	191,897	5.93	47,261	1.46
13. Missouri Pacific	1,014,638	20.69	95,849	1.95	.....	.....	.....	.....	.....	.....	785	.02	315,370	6.43
14. Central Branch Union Pacific	230,977	50.78	5,813	1.28	.....	.....	.....	.....	.....	.....	.....	.....	16,720	3.67
15. Kansas City Northwestern	89,981	43.39	2,074	1.00	.....	.....	.....	.....	.....	.....	.....	.....	6,954	3.36
16. St. Joseph & Grand Island	305,515	63.07	5,015	1.04	1,001	.21	3,304	.68	27	.....	.....	.....	9,212	1.90
17. St. Louis & San Francisco	185,996	8.86	51,002	2.43	30,002	1.43	44,876	2.13	.....	.....	15,049	.72	[4]6,270 37,718	..... 1.80
18. Kansas Midland	36,740	30.16	1,333	1.09	507	.42	425	.35	.....	.....	.....	.....	4,321	3.55
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	615,550	16.07	45,021	1.18	29,865	.78	56,252	1.47	327	.01	605	.02	168,000	4.39
22. Junction City & Fort Kearney	34,827	46.01	1,100	1.45	236	.31	1,000	1.32	.....	.....	.....	.....	1,034	1.37
23. Kansas Central	30,097	33.89	2,499	2.81	546	.62	1,060	1.19	.....	.....	.....	.....	813	.92
24. Omaha & Republican Valley	265,575	45.76	6,834	1.18	5,511	.95	3,022	.52	.....	.....	.....	.....	7,935	1.37
25. Salina & Southwestern	7,664	31 55	527	2.17	94	.39	718	2.96	.....	.....	.....	.....	500	2.06
26. Solomon	27,192	37.77	351	.49	152	.21	29	.04	.....	.....	.....	.....	843	1.17
27. Union Pacific, Lincoln & Colorado	22,598	34.46	371	.57	149	.23	364	.56	.....	.....	.....	.....	889	1.36
28. Wichita & Western	29,143	58.84	172	.35	63	.13	2	.....	.....	.....	.....	.....	761	1.54
Totals	6,566,243	20.85	857,717	2.72	250,233	.80	482,905	1.55	2,507	.01	237,780	.75	1,040,720	3.29

1. Grass and flax seed.
2. Broom-corn.
3. And other mill products.
4. Cotton seed and its products.

TABLE No. 12—*Continued.* Freight Traffic Movement, Entire Line.

Roads.	Products of animals.											
	* Live stock.		Dressed meats.		Other packing-house products.		Poultry, game, and fish.		Wool.		Hides and leather.	
	Tonnage.	%	Tonnage.	%	Tonnage.	%	Tonnage.	%	Tonnage.	%	Tonnage.	%
1. Atchison, Topeka & Santa Fe	889,799	14.94	62,907	1.06	43,228	.72	18,349	.31	9,810	.16	10,759	.18
2. Chicago, Burlington & Quincy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3. Chicago Great Western	130,956	8.92	11,470	.78	12,723	.86	2,717	.19	274	.02	5,884	.40
4. Chicago, Rock Island & Pacific	579,690	10.29	23,831	.42	57,177	1.02	.....	.....	6,918	.12	11,009	.20
5. Hutchinson & Southern	9,510	16.51	.....	.....	.....	.....	12	.02	.....	.....	.....	.....
6. Kansas City Belt	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7. Kansas City, Fort Scott & Memphis	108,270	4.61	.....	.....	81,396	3.47	4,020	.17	50	.....	.....	.....
8. Kansas City, Clinton & Springfield	25,850	11.71	.....	.....	12	.01	512	.23	.....	.....	.....	.....
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10. Leavenworth, Topeka & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11. Manhattan, Alma & Burlingame	28,907	58.79	10	.02	20	.04	218	.44	.....	.....	.....	.....
12. Missouri, Kansas & Texas	424,167	13.10	.....	.....	25,494	.79	.....	.....	1,043	.03	6,607	.21
13. Missouri Pacific	448,884	9.15	.....	.....	.....	.....	.....	.....	.....	.....	97,998	2.00
14. Central Branch Union Pacific	56,706	12.47	.....	.....	.....	.....	.....	.....	.....	.....	60	.01
15. Kansas City Northwestern	26,655	12.85	.....	.....	.....	.....	.....	.....	.....	.....	120	.06
16. St. Joseph & Grand Island	22,060	4.55	.....	.....	.....	.....	639	.13	.....	.....	73	.02
17. St. Louis & San Francisco	145,267	6.92	348	.02	9,077	.43	2,072	.10	1,968	.09	1,408	.07
18. Kansas Midland	3,018	2.48	219	.18	1,567	1.29	.....	.....	1,571	1.29	107	.09
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	411,108	10.74	50,317	1.31	27,191	.71	17,085	.45	14,580	.38	6,627	.17
22. Junction City & Fort Kearney	12,580	16.62	.....	.....	.....	.....	2,578	3.41	23	.03	.....	.....
23. Kansas Central	22,969	25.87	.....	.....	10	.01	332	.37	5	.01	.....	.....
24. Omaha & Republican Valley	75,056	12.97	.....	.....	130	.02	2,358	.41	44	.01	43	.01
25. Salina & Southwestern	3,882	15.98	.....	.....	.....	.....	415	1.71	.....	.....	.....	.....
26. Solomon	15,502	21.53	.....	.....	.....	.....	905	1.26	.....	.....	.....	.....
27. Union Pacific, Lincoln & Colorado	18,879	28.79	.....	.....	.....	.....	448	.68	28	.04	.....	.....
28. Wichita & Western	5,653	11.42	9	.02	25	.05	110	.22	.....	.....	3	.....
Totals	3,465,368	10.91	149,111	.49	258,050	.82	52,770	.16	36,314	.12	140,698	.44

TABLE No. 12 — *Continued.* Freight Traffic Movement, Entire Line.

Roads.	Products of mines.											
	Anthracite coal.		Bituminous coal.		Coke.		Ores.		Stone, sand, and other articles.		Salt.	
	Tonnage.	%	Tonnage.	%	Tonnage.	%	Tonnage.	%	Tonnage.	%	Tonnage.	%
1. Atchison, Topeka & Santa Fe	15,441	.26	1,491,493	25.04	135,509	2.27	370,062	6.21	206,409	3.47	73,758	1.24
2. Chicago, Burlington & Quincy												
3. Chicago Great Western	161,460	10.99					3,492	.24	11,579	.79		
4. Chicago, Rock Island & Pacific	119,235	2.12	896,933	15.92	10,291	.18	74,004	1.31	245,461	4.36	56,581	1.01
5. Hutchinson & Southern	6,698	11.62							35	.06	1,572	2.73
6. Kansas City Belt												
7. Kansas City, Fort Scott & Memphis			654,406	27.87			65,304	2.78	38,757	1.65	8,170	.35
8. Kansas City, Clinton & Springfield			13,020	5.90					6,012	2.72	1,539	.70
9. Kansas City, Pittsburg & Gulf												
10. Leavenworth, Topeka & Southwestern												
11. Manhattan, Alma & Burlingame	61	.12	5,396	10.98	27	.06			135	.27	721	1.47
12. Missouri, Kansas & Texas			915,624	28.29			99		29,900	.92	18,597	.58
13. Missouri Pacific	45,732	.93	1,097,573	22.38			532	.01				
14. Central Branch Union Pacific	1,589	.35	51,390	11.30								
15. Kansas City Northwestern			56,748	27.37								
16. St. Joseph & Grand Island	2,570	.53	49,129	10.14	731	.15			3,641	.75		
17. St. Louis & San Francisco	440		655,026	31.21	5,168	.25	108,509	5.17	83,355	3.97		
18. Kansas Midland	62	.05	16,281	18.36	42	.03	3,176	2.60	317	.26		
19. St. Louis, Kansas & Southwestern												
20. Union Terminal												
21. Union Pacific	13,779	.36	1,037,787	27.09	13,918	.36	134,163	3.50	17,701	.46	11,483	.30
22. Junction City & Fort Kearney	482	.64	9,838	13.00					50	.06	336	.44
23. Kansas Central	128	.14	12,986	14.63					671	.76	453	.51
24. Omaha & Republican Valley	3,445	.59	65,159	11.23	308	.05			8,727	1.50	9,101	1.57
25. Salina & Southwestern	102	.42	2,151	8.85							3,791	15.61
26. Solomon	306	.43	16,327	22.68							673	.94
27. Union Pacific, Lincoln & Colorado	192	.29	9,196	14.02					421	.64	3,468	5.29
28. Wichita & Western	12	.02	6,513	13.15					438	.88	1,299	2.62
Totals	371,734	1.18	7,062,976	22.42	165,994	.55	759,341	2.42	653,609	2.07	191,542	.60

TABLE No. 12—*Continued.* Freight Traffic Movement, Entire Line.

Roads.	Products of forest.		Manufactures.											
	Lumber.		Petroleum and other oils.		Sugar.		Naval stores.		Iron, pig and bloom.		Iron and steel rails.		Other castings and machinery.	
	Tonnage.	%	Tonnage.	%	Tonnage.	%	Tonnage.	%	Tonnage.	%	Tonnage.	%	Tonnage.	%
1. Atchison, Topeka & Santa Fe	266,121	4.47	74,265	1.25	53,460	.90	.....	.....	7,276	.12	24,463	.41	39,255	.66
2. Chicago, Burlington & Quincy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3. Chicago Great Western	149,563	10.17	37,473	2.55	6,105	.41	.....	.....	2,980	.20	4,607	.31	48,991	3.33
4. Chicago, Rock Island & Pacific	337,540	6.00	79,239	1.41	120,654	2.14	[1] 14,877	.26	[2] 24,286	.43	67,446	1.20	25,142	.44
5. Hutchinson & Southern	2,149	3.73	61	.10	195	.34	.....	.....	.....	.....	.....	.....	.....	.....
6. Kansas City Belt	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7. Kansas City, Fort Scott & Memphis	433,176	18.44	8,645	.37	18,448	.79	240	.01	2,009	.10	5,870	.25	3,438	.14
8. Kansas City, Clinton & Springfield	19,768	8.94	1,120	.51	.....	.....	.....	.....	.....	.....	184	.08	525	.24
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10. Leavenworth, Topeka & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11. Manhattan, Alma & Burlingame	1,970	4.01	66	.14	12	.03	.....	.....	.....	.....	.....	.....	10	.02
12. Missouri, Kansas & Texas	200,115	6.18	44,962	1.39	.....	.....	.....	.....	48,979	1.51	.....	.....	5,776	.18
13. Missouri Pacific	573,575	11.70	.....	.....	.....	.....	.....	.....	5,062	.10	.....	.....	.....	.....
14. Central Branch Union Pacific	38,772	8.52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15. Kansas City Northwestern	5,879	2.83	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16. St. Joseph & Grand Island	28,837	5.95	4,052	.84	3,886	.80	.....	.....	206	.04	187	.04	280	.06
17. St. Louis & San Francisco	249,555	11.89	27,328	1.30	5,737	.28	.....	.....	16,293	.78	12,019	.57	13,778	.65
18. Kansas Midland	5,595	4.59	1,052	.86	110	.09	.....	.....	299	.24	623	.52	1,466	1.20
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	127,202	3.32	41.816	1.09	33,258	.87	.....	.....	3,273	.09	4,714	.12	23,609	.62
22. Junction City & Fort Kearney	2,846	3.76	325	.43	44	.06	.....	.....	.....	.....	.....	.....	173	.23
23. Kansas Central	6,696	7.54	110	.13	24	.03	.....	.....	.....	.....	.....	.....	183	.21
24. Omaha & Republican Valley	37,532	6.45	3,512	.61	1,410	.24	.....	.....	83	.02	.....	.....	1,227	.21
25. Salina & Southwestern	1,600	6.59	55	.23	44	.18	.....	.....	.....	.....	.....	.....	26	.11
26. Solomon	2,769	3.85	368	.51	17	.02	.....	.....	.....	.....	.....	.....	71	.10
27. Union Pacific, Lincoln & Colorado	95	.14	4	.01	.....	.....	.....	.....	.....	.....	.....	.....	35	.05
28. Wichita & Western	2,603	5.26	182	.37	298	.60	.....	.....	.....	.....	.....	.....	59	.12
Totals	2,493,958	7.90	324,635	1.02	243,702	.77	15,117	.04	110,746	.35	120,113	.38	164,044	.52

1. Staves and headings.
2. Fence wire.

TABLE No. 12—*Continued.* Freight Traffic Movement, Entire Line.

Roads.	Manufactures—*Concluded.*											
	Bar and sheet metal.		Cement, brick, and lime.		Agricultural implements.		Wagons, carriages, and tools.		Wines, liquors, and beers.		Household goods.	
	Tonnage.	%	Tonnage.	%	Tonnage.	%	Tonnage.	%	Tonnage.	%	Tonnage.	%
1. Atchison, Topeka & Santa Fe	47,967	.81	95,883	1.61	17 234	.29	15,157	.25	38,672	.65	43,177	.72
2. Chicago, Burlington & Quincy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3. Chicago Great Western	39,410	2.68	20,290	1.38	3,913	.27	6,065	.42	7,494	.51	10,613	.72
4. Chicago, Rock Island & Pacific	72,102	1.28	249,396	4.43	39,010	.69	16,222	.30	34,575	.61	53,916	.96
5. Hutchinson & Southern	.....	.....	172	.29	298	.52	.....	.....	.....	.....	191	.33
6. Kansas City Belt	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7. Kansas City, Fort Scott & Memphis	2,346	.10	59,800	2.55	5,736	.24	.....	.....	2,310	.09	9,240	.39
8. Kansas City, Clinton & Springfield	.....	.....	3,924	1.78	552	.25	.....	.....	180	.08	1,800	.82
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10. Leavenworth, Topeka & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11. Manhattan, Alma & Burlingame	2	.....	558	1.13	65	.14	10	.02	61	.12	213	.43
12. Missouri, Kansas & Texas	.....	.....	47,059	1.45	10,614	.33	6,432	.20	16,601	.51	[1]5,068 8,070	.16 .25
13. Missouri Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14. Central Branch Union Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15. Kansas City Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16. St. Joseph & Grand Island	.....	.....	4,674	.96	1,091	.23	416	.09	1,057	.22	1,764	.36
17. St. Louis & San Francisco	38,664	1.84	82,227	3.92	8,032	.38	10,138	.48	21,278	1.02	10,696	.....
18. Kansas Midland	4,448	3.65	2,356	1.93	360	.30	1,317	1.80	6,041	4.25	610	.50
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	59,162	1.54	23,640	.62	9,138	.23	5,198	.13	26,594	.69	11,325	.30
22. Junction City & Fort Kearney	.....	.....	238	.31	180	.24	16	.02	43	.05	111	.15
23. Kansas Central	.....	.....	943	1.06	178	.20	39	.04	12	.01	78	.09
24. Omaha & Republican Valley	96	.02	6,696	1.15	1,588	.28	368	.06	2,970	.51	717	.12
25. Salina & Southwestern	.....	.....	154	.63	212	.87	.....	.....	.....	.....	34	.14
26. Solomon	.....	.....	410	.57	148	.20	.....	.....	.....	.....	149	.20
27. Union Pacific, Lincoln & Colorado	.....	.....	376	.57	196	.30	15	.02	.....	.....	71	.11
28. Wichita & Western	13	.03	225	.46	148	.30	16	.03	1	.....	298	.60
Totals	264,210	.83	599,021	1.89	98,693	.31	61,409	.19	157,889	.50	158,141	.50

1. Railroad equipment.

TABLE No. 12—*Concluded.* Freight Traffic Movement, Entire Line.

Roads.	Merchandise.		Other commodities not before given.		Originating on this road.		Received from connecting roads and other carriers.		Total.	
	Tonnage.	%	Tonnage.	%	Tonnage.	%	Tonnage.	%	Tonnage.	%
1. Atchison, Topeka & Santa Fe	317,691	5.33	133,176	2.24	4,520,463	.....	1,435,989	.....	5,956,452	100.00
2. Chicago, Burlington & Quincy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3. Chicago Great Western	94,355	6.42	96,633	6.58	.....	.....	.....	.....	1,469,215	100.00
4. Chicago, Rock Island & Pacific	540,151	9.59	17,114	.30	.....	.....	.....	.....	5,631,724	100.00
5. Hutchinson & Southern	2,568	4.46	911	1.60	.....	.....	.....	.....	57,614	100.00
6. Kansas City Belt	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7. Kansas City, Fort Scott & Memphis	75,370	3.21	243,928	10.39	1,751,829	.....	596,560	.....	2,348,389	100.00
8. Kansas City, Clinton & Springfield	25,502	11.55	78,561	35.58	98,051	.....	122,749	.....	220,800	100.00
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10. Leavenworth, Topeka & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11. Manhattan, Alma & Burlingame	1,958	3.98	13	.03	25,555	.....	23,612	.....	49,167	100.00
12. Missouri, Kansas & Texas	199,655	6.17	187,102	5.78	2,126,881	.....	1,110,025	.....	3,236,906	100.00
13. Missouri Pacific	445,302	9.08	763,421	15.56	.....	.....	.....	.....	4,904,721	100.00
14. Central Branch Union Pacific	29,410	6.47	23,445	5.15	.....	.....	.....	.....	454,882	100.00
15. Kansas City Northwestern	6,373	3.07	12,589	6.07	196,364	.....	11,009	.....	207,373	100.00
16. St. Joseph & Grand Island	27,748	5.73	7,324	1.51	276,956	.....	207,483	.....	484,439	100.00
17. St. Louis & San Francisco	149,957	7.15	69,575	3.31	1,771,067	.....	327,761	.....	2,098,828	100.00
18. Kansas Midland	14,330	11.76	13,535	11.11	40,501	.....	81,327	.....	121,828	100.00
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	318,208	8.31	18,371	.48	1,705,005	.....	1,671,862	.....	3,376,867	.....
22. Junction City & Fort Kearney	5,307	7.01	174	.23	46,503	.....	27,038	.....	73,541	.....
23. Kansas Central	7,636	8.60	299	.33	64,932	.....	23,835	.....	88,767	.....
24. Omaha & Republican Valley	35,715	6.15	2,587	.44	320,764	.....	226,985	.....	547,749	.....
25. Salina & Southwestern	2,197	9.04	64	.26	14,676	.....	9,554	.....	24,230	.....
26. Solomon	5,575	7.74	96	.13	40,226	.....	31,657	.....	71,883	.....
27. Union Pacific, Lincoln & Colorado	7,269	11.09	268	.41	42,817	.....	22,515	.....	65,332	.....
28. Wichita & Western	1,446	2.92	36	.07	37,656	.....	11,872	.....	49,528	100.00
Totals	2,313,723	7.33	1,669,222	5.32	.....	.....	.....	.....	31,540,235	.....

TABLE No. 13.—Description of Equipment, Entire Line.

Roads.	Cars in passenger service.										Cars in freight service.							
	First class	Second class	Combination	Emigrant	Dining	Parlor	Sleeping	Baggage, express, and postal	Others	Total	Box	Flat	Stock	Coal	Tank	Refrigerator	Others	Total
1. Atchison, Topeka & Santa Fe	262	42	56	....	13	5	.....	138	....	516	10,974	1,209	3,004	7,430	....	790	590	23,997
2. Chicago, Burlington & Quincy	[1] 471	.....	96	....	10	2	.....	173	....	752	19,181	2,149	5,370	4,778	....	436	12	31,926
3. Chicago Great Western	22	28	11	....	3	....	.....	22	2	88	3,770	255	450	333	....	11	242	5,061
4. Chicago, Rock Island & Pacific	160	52	47	....	9	37	39	98	9	451	10,549	1,414	2,380	1,176	....	176	.....	15,695
5. Hutchinson & Southern	2	.....	2	....	....	....	.....	.....	1	5	.....	10	3	10	....	.....	....	23
6. Kansas City Belt	.....	.....	.....	....	....	....	.....	.....	....	.....	3	.....	.....	.....	....	.....	....	3
7. Kansas City, Fort Scott & Memphis	39	12	2	....	....	....	.....	31	....	84	3,578	276	312	2,567	1	125	90	6,949
8. Kansas City, Clinton & Springfield	4	2	.....	....	....	....	.....	3	....	9	100	.....	.....	175	....	.....	.....	275
9. Kansas City, Pittsburg & Gulf	.....	25	2	....	....	....	....	11	3	41	1,135	343	40	550	....	.....	.....	2,068
10. Leavenworth, Topeka & Southwestern	.....	.....	2	....	....	....	.....	.....	....	2	1	16	.....	10	....	.....	.....	27
11. Manhattan, Alma & Burlingame	2	.....	.....	....	....	....	.....	1	....	3	.....	.....	.....	.....	....	.....	.....	.....
12. Missouri, Kansas & Texas	71	20	16	....	....	....	.....	66	....	173	4,260	563	982	2,224	....	176	313	8,518
13. Missouri Pacific	117	.....	55	....	....	2	63	59	53	349	5,725	690	775	4,120	....	369	10	11,689
14. Central Branch Union Pacific	9	1	9	....	....	....	.....	3	....	22	340	36	94	44	....	.....	....	514
15. Kansas City Northwestern	12	4	3	....	....	....	.....	4	....	23	253	30	18	122	....	.....	.....	423
16. St. Joseph & Grand Island	.....	6	5	....	....	....	.....	6	....	17	467	18	93	39	....	.....	.....	617
17. St. Louis & San Francisco	23	24	25	....	....	22	.....	39	....	133	2,217	10	791	2,147	....	50	160	5,375
18. Kansas Midland	.....	1	.....	....	....	....	.....	.....	....	1	45	.....	.....	.....	....	47	.....	92
19. St. Louis, Kansas & Southwestern	.....	.....	.....	....	....	....	.....	.....	....	.....	.....	.....	.....	.....	....	.....	.....	.....
20. Union Terminal	.....	.....	.....	....	....	....	.....	.....	....	.....	.....	.....	.....	.....	....	.....	.....	.....
21. Union Pacific	152	.....	33	30	7	....	70	98	....	390	6,765	433	1,136	1,881	....	427	3	10,645
22. Junction City & Fort Kearney	.....	.....	.....	....	....	....	.....	.....	....	.....	.....	.....	.....	.....	....	.....	.....	.....
23. Kansas Central	5	.....	1	....	....	....	.....	3	....	9	49	1	2	6	....	.....	.....	58
24. Omaha & Republican Valley	.....	.....	.....	....	....	....	.....	3	....	3	254	4	9	104	....	.....	.....	371
25. Salina & Southwestern	.....	.....	.....	....	....	....	.....	.....	....	.....	.....	.....	.....	.....	....	.....	.....	.....
26. Solomon	.....	.....	.....	....	....	....	.....	.....	....	.....	.....	.....	.....	.....	....	.....	.....	.....
27. Union Pacific, Lincoln & Colorado	.....	.....	.....	....	....	....	.....	.....	....	.....	599	.....	155	.....	....	.....	.....	754
28. Wichita & Western	2	1	.....	....	....	....	.....	1	....	4	.....	.....	.....	9	....	.....	.....	9
Totals	1,353	218	365	30	42	68	172	759	68	3,075	70,265	7,457	15,614	27,725	1	2,607	1,420	125,089

1. Includes second class.

TABLE No. 13—*Concluded.* Description of Equipment, Entire Line.

Roads.	Cars in company's service.						Cars contributed to fast-freight service	Total cars owned.	Cars leased.	Grand total.	Locomotives.				
	Official	Gravel	Derrick	Caboose	Other road.	Total					Passenger	Freight	Switching	Leased	Total
1. Atchison, Topeka & Santa Fe	9	328	9	382	38	766		25,279		25,279	330	414	83		827
2. Chicago, Burlington & Quincy	10	2	11	404	17	444		33,122		33,122		[2]745	146		891
3. Chicago Great Western			3	85	44	132		3,018	2,263	5,281		[3]97		50	147
4. Chicago, Rock Island & Pacific	6	319	4	299	71	699	353	16,845		16,845	136	312	116		564
5. Hutchinson & Southern				1		1		29		29	2	2			4
6. Kansas City Belt					17	17		20		20			7		7
7. Kansas City, Fort Scott & Memphis			2	88	11	101		6,934	200	7,134	41	77	34		152
8. Kansas City, Clinton & Springfield				8		8		292		292		12			12
9. Kansas City, Pittsburg & Gulf				38	44	82		2,191		2,191	18	43			61
10. Leavenworth, Topeka & Southwestern								29		29					
11. Manhattan, Alma & Burlingame								3		3	2				2
12. Missouri, Kansas & Texas	4	137	5	158	12	316		8,717	290	9,007	61	173	34		268
13. Missouri Pacific	7		8	159	106	280		12,318		12,318	78	209	51	1	339
14. Central Branch Union Pacific	1			19	14	34		570		570	11	22	2		35
15. Kansas City Northwestern	1			9	4	14		4	456	460	10	6	2		18
16. St. Joseph & Grand Island	1		1	12	17	31		665		665	11	11	1		23
17. St. Louis & San Francisco		157	3	106	14	280		5,788		5,788	45	132	12		189
18. Kansas Midland								93		93		11			11
19. St. Louis, Kansas & Southwestern															
20. Union Terminal															
21. Union Pacific	14		13	207	167	401		7,776	3,660	11,436	96	166	89	158	509
22. Junction City & Fort Kearney															
23. Kansas Central					4	4		71		71					
24. Omaha & Republican Valley				1	1	2		376		576	7	10			17
25. Salina & Southwestern															
26. Solomon															
27. Union Pacific, Lincoln & Colorado								754		754	9	11			20
28. Wichita & Western								13		13	8				8
Totals	53	943	59	1,976	581	3,612		124,907	6,869	131,776	865	2,453	577	209	4,104

2. Includes passenger locomotives.
3. Includes passenger and switching.

TABLE No. 14.—Accidents to Persons, Entire Line.

Roads.	Trainmen.																		Switchmen, flagmen, and watchmen.									
	Coupling and uncoupling		Falling from trains and engines		Overhead obstructions		Collisions		Derailments		Other train accidents		At stations		Other causes		Total		Coupling and uncoupling		Falling from trains and engines		Overhead obstructions		Collisions		Derailments	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1. Atchison, Topeka & Santa Fe	5	56	3	35	1	5	1	16	1	11	2	8	....	3	3	31	16	165	....	46	2	2	....	....	....	....	....	1
2. Chicago, Burlington & Quincy	2	19	1	10	....	....	4	4	....	....	....	....	....	4	....	1	7	38	3	11	....	1	....	....	....	....	....	1
3. Chicago Great Western	....	23	3	39	....	3	....	8	1	4	....	....	2	6	....	3	6	86	....	16	....	2	....	....	1	1	....	....
4. Chicago, Rock Island & Pacific	2	1	1	5	1	....	1	5	....	....	....	....	....	....	....	....	5	11	1	5	2	1	....	....	....	....	....	....
5. Hutchinson & Southern	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
6. Kansas City Belt	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3	....	....	....	....	....	....	....	....
7. Kansas City, Ft. Scott & Memphis	2	18	....	15	....	1	1	7	....	2	....	....	....	2	....	2	3	47	....	17	....	3	....	....	1	....	....	2
8. Kansas City, Clinton & Spr.	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	1	....	2	....	....	....	....	....	....	....	....	....	....
9. Kansas City, Pittsburg & Gulf	....	15	....	12	....	2	....	....	....	5	....	3	....	....	1	28	1	65	....	4	....	5	....	....	....	....	....	2
10. Leavenworth, Topeka & S. W.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
11. Manhattan, Alma & Burlingame	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....
12. Missouri, Kansas & Texas	....	24	4	17	....	5	1	11	3	6	1	2	....	1	....	7	9	73	1	16	....	5	....	....	....	....	....	....
13. Missouri Pacific	1	7	5	4	....	....	....	....	3	1	5	1	....	....	....	....	14	13	3	3	2	....	....	....	....	1	....	....
14. Central Branch U. P.	....	1	....	1	....	....	....	....	....	....	....	....	....	....	....	1	....	3	....	....	....	....	....	....	....	....	....	....
15. Kansas City Northwestern	....	....	....	....	....	....	....	....	1	1	....	....	....	....	....	....	1	1	....	....	....	....	....	....	....	....	....	....
16. St. Joseph & Grand Island	....	4	....	....	....	....	....	....	....	....	....	1	....	1	....	3	....	9	....	....	....	....	....	....	....	....	....	....
17. St. Louis & San Francisco	....	9	3	....	1	....	1	2	....	2	3	2	....	....	....	....	8	15	1	4	....	1	....	....	....	....	....	....
18. Kansas Midland	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
19. St. Louis, Kansas & S. W.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
20. Union Terminal	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
21. Union Pacific	3	13	1	13	....	....	....	12	2	3	....	4	....	....	2	10	8	55	....	23	....	3	....	1	....	....	....	1
22. Junction City & Ft. Kearney	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1	....	....	....	....	....	....	....	....	....	....
23. Kansas Central	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	2	....	....	....	....	....	....	....	....	....	....
24. Omaha & Republican Valley	....	....	1	....	....	....	....	....	....	....	....	5	....	....	....	....	1	5	....	....	....	....	....	....	....	....	....	....
25. Salina & Southwestern	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
26. Solomon	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
27. Union Pacific, Lincoln & Colo.	....	2	....	1	....	....	....	....	....	....	....	....	....	2	....	....	....	5	....	....	....	....	....	....	....	....	....	....
28. Wichita & Western	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....
Totals	16	194	22	153	3	16	9	65	11	35	11	26	2	19	6	89	80	597	9	148	6	23	....	1	2	2	....	7

TABLE No. 14 — *Continued.* Accidents to Persons, Entire Line.

Roads.	Switchmen, flagmen, and watchmen — *Concluded.*								Other employees.																			
	Other train accidents		At stations		Other causes		Total		Coupling and uncoupling		Falling from trains and engines		Overhead obstructions		Collisions		Derailments		At highway crossings		At stations		Other causes		Total		Total employees	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1. Atchison, Topeka & Santa Fe	....	....	....	....	....	....	2	49	....	5	....	10	....	....	....	....	....	2	....	....	....	2	7	175	7	194	25	408
2. Chicago, Burlington & Quincy	....	....	1	3	1	....	5	16	....	....	6	1	1	....	1	1	....	....	....	....	5	10	4	3	17	15	29	69
3. Chicago Great Western	....	....	....	....	....	1	1	20	....	5	....	17	....	2	....	2	1	3	....	....	....	17	....	10	1	56	8	162
4. Chicago, Rock Island & Pacific	....	....	....	....	2	1	5	7	....	....	....	....	....	....	....	....	....	....	....	....	....	3	6	4	6	7	16	25
5. Hutchinson & Southern	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
6. Kansas City Belt	....	....	....	....	....	....	....	3	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	7	....	7	....	10
7. Kansas City, Fort Scott & Mem.	....	....	....	....	....	....	1	22	....	3	....	7	....	....	....	....	....	....	....	....	....	5	....	27	....	42	4	111
8. Kansas City, Clinton & Spr.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2	....	8	....	10	....	12
9. Kansas City, Pittsburg & Gulf	....	3	....	1	....	1	....	16	....	....	....	8	....	4	....	....	....	....	....	....	....	....	....	79	....	91	1	172
10. Leavenworth, Topeka & S. W.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2	....	2	....	3
11. Manhattan, Alma & Burlingame	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
12. Missouri, Kansas & Texas	1	1	....	....	....	1	2	23	....	1	....	6	....	....	....	3	....	8	....	....	....	....	3	43	3	61	14	157
13. Missouri Pacific	....	....	....	....	....	1	5	5	....	....	....	1	....	....	....	....	....	1	....	....	4	2	....	....	4	4	23	22
14. Central Branch Union Pacific	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1	....	1	3
15. Kansas City Northwestern	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1	1	2
16. St. Joseph & Grand Island	....	....	....	....	....	....	....	....	....	....	....	2	....	....	....	....	....	....	....	....	....	1	....	10	....	13	....	22
17. St. Louis & San Francisco	....	....	....	....	....	3	1	8	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	1	1	1	10	24
18. Kansas Midland	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
19. St. Louis, Kansas & S. W.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
20. Union Terminal	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
21. Union Pacific	....	....	....	....	1	2	1	30	....	....	....	....	....	....	....	....	....	2	....	....	....	6	4	77	4	85	13	170
22. Junction City & Fort Kearney	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	2
23. Kansas Central	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	7	....	7	....	9
24. Omaha & Republican Valley	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	4	....	4	1	9
25. Salina & Southwestern	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
26. Solomon	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2	....	2	....	2
27. Union Pacific, Lincoln & Colo.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	5	....	5	....	10
28. Wichita & Western	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1	1	1
Totals	1	4	1	4	4	10	23	199	....	15	6	52	1	6	1	6	1	16	....	....	9	48	26	466	44	609	147	1405

TABLE No. 14—*Continued.* **Accidents to Persons, Entire Line, with Totals for Kansas.**

Roads.	Passengers.														Trespassers.													
	Collisions		Derailments		Other train accidents		At highway crossings		At stations		Other causes		Total		Collisions		Derailments		Other train accidents		At highway crossings		At stations		Other causes		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1. Atchison, Topeka & Santa Fe	....	23	....	3	....	3	....	....	....	1	1	34	1	64	....	....	4	5	4	....	....	....	....	....	37	65	45	70
2. Chicago, Burlington & Quincy	....	....	....	6	....	....	....	....	2	2	....	....	2	8	....	....	1	....	....	....	....	....	14	9	34	16	49	25
3. Chicago Great Western	....	3	....	11	....	....	....	....	2	9	....	6	2	29	....	2	....	1	....	....	....	2	5	6	11	7	8	15	27
4. Chicago, Rock Island & Pacific	....	1	....	....	....	....	....	....	....	1	5	20	5	22	6	....	4	....	....	....	....	....	....	....	....	47	14	57	14
5. Hutchinson & Southern	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
6. Kansas City Belt	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2	8	2	8
7. Kan. City, Fort Scott & Memphis	....	....	....	....	....	....	....	....	....	1	1	14	1	15	....	2	....	....	....	....	....	....	....	4	11	20	11	26
8. Kan. City, Clinton & Spr	....	1	....	....	....	....	....	....	....	1	....	4	....	6	....	....	....	....	....	....	....	....	....	....	2	....	2	....
9. Kansas City, Pittsburg & Gulf	....	....	....	....	....	1	....	2	....	....	....	....	....	3	....	....	....	....	....	1	....	....	....	2	....	3	....	6
10. Leav., Topeka & Southwestern	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
11. Manhattan, Alma & Burlingame	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1
12. Missouri, Kansas & Texas	....	19	....	5	3	20	....	....	....	3	....	1	3	48	2	1	....	....	36	35	....	1	....	1	....	1	38	39
13. Missouri Pacific	....	....	1	4	....	....	....	....	....	3	....	....	1	7	....	....	1	1	1	....	....	....	....	....	14	10	16	11
14. Central Branch Union Pacific	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
15. Kansas City Northwestern	....	....	....	1	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	1	1	1	1
16. St. Joseph & Grand Island	....	1	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	1	1	1	1	2
17. St. Louis & San Francisco	8	65	1	....	1	....	....	....	....	1	1	2	11	68	....	....	....	....	2	....	2	....	2	....	10	2	16	2
18. Kansas Midland	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
19. St. Louis, Kan. & Southwestern	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
20. Union Terminal	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
21. Union Pacific	....	4	....	20	....	8	....	....	....	2	....	21	....	55	3	1	....	....	....	....	....	....	2	1	26	41	31	43
22. Junction City & Fort Kearney	....	....	....	....	....	....	....	....	....	1	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....
23. Kansas Central	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2	....	2
24. Omaha & Republican Valley	....	....	....	....	....	5	....	....	1	....	....	....	1	5	....	....	....	....	....	....	....	....	1	....	....	....	1	....
25. Salina & Southwestern	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
26. Solomon	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2	....	2
27. Union Pacific, Lincoln & Colo	....	....	....	2	....	....	....	....	....	2	....	....	....	4	....	....	....	....	....	....	....	....	....	....	....	....	....	....
28. Witchita & Western	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Totals	8	117	2	52	4	37	....	2	5	27	8	102	27	337	11	6	10	7	43	36	4	6	25	29	192	195	285	279

TABLE No. 14—*Concluded.* **Accidents to Persons, Entire Line, with Totals for Kansas.**

Roads.	Others not trespassing.														Grand total.		Total in Kansas.	
	Collisions		Derailments		Other train accidents		At highway crossings		At stations		Other causes		Total					
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1. Atchison, Topeka & Santa Fe				1			2	15			1	16	3	32	74	574	21	210
2. Chicago, Burlington & Quincy							15	6	5	2			20	8	100	110		
3. Chicago Great Western							2	15		3	1	1	3	19	28	237		19
4. Chicago, Rock Island & Pacific							8	6	1				9	6	87	67	20	3
5. Hutchinson & Southern																		
6. Kansas City Belt												1		1	2	19		4
7. Kansas City, Fort Scott & Memphis		1					1	1		1	2	1	3	4	19	156	5	40
8. Kansas City, Clinton & Springfield										1				1	2	19	1	2
9. Kansas City, Pittsburg & Gulf															1	181		33
10. Leavenworth, Topeka & Southwestern																		
11. Manhattan, Alma & Burlingame							1						1		1	5	1	4
12. Missouri, Kansas & Texas	1	23				3	4	26		1	1	4	6	57	61	301	4	25
13. Missouri Pacific					1		4	2		2	1	4	6	8	46	48	16	23
14. Central Branch Union Pacific												1		1	1	4	1	4
15. Kansas City Northwestern															2	4	2	4
16. St. Joseph & Grand Island								3						3	1	28	1	20
17. St. Louis & San Francisco		6						4		7		2		19	37	113	5	5
18. Kansas Midland																		
19. St. Louis, Kansas & Southwestern																		
20. Union Terminal																		
21. Union Pacific								5	1	2		3	1	10	45	278	9	97
22. Junction City & Fort Kearney																3		3
23. Kansas Central																11		11
24. Omaha & Republican Valley															3	14	2	
25. Salina & Southwestern																		
26. Solomon																4		4
27. Union Pacific, Lincoln & Colorado																14		14
28. Wichita & Western																	1	1
Totals	1	30		1	1	3	37	83	7	19	6	33	52	169	511	2,190	89	526

TABLE No. 15.—Train Brakes and Automatic Couplers, Entire Line.

Roads.	Locomotives.								Cars.							
	Passenger.				Freight.				Passenger, postal, express, etc.				Freight.			
	Brakes.		Automatic couplers.		Brakes.		Automatic couplers.		Brakes.		Automatic couplers.		Brakes.		Automatic couplers.	
	Equipped	Not equipped	Equipped	Not equipped	Equipped	Not equipped	Equipped	Not equipped	Equipped	Not equipped	Equipped	Not equipped	Equipped	Not equipped	Equipped	Not equipped
1. Atchison, Topeka & Santa Fe	330			330	497			497	516		516		22,275	1,722	8,065	15,932
2. Chicago, Burlington & Quincy	[1]738	7	607	138	[2]146		32	114	752		749	3	13,524	18,402	18,902	13,024
3. Chicago Great Western	[1]146	1		147					88		88		1,612	3,449	1,854	3,207
4. Chicago, Rock Island & Pacific	136		2	134	370			370	451		451		6,608	9,087	10,560	5,135
5. Hutchinson & Southern	2			2	2			2	5		4	1	4	19		23
6. Kansas City Belt					[2]7			7					3			3
7. Kansas City, Fort Scott & Memphis	41		41		111			111	84		84		36	6,913	120	6,829
8. Kansas City, Clinton & Springfield						12		12		9		9		275		275
9. Kansas City, Pittsburg & Gulf		18		18		43		43		41		41		2,068		2,068
10. Leavenworth, Topeka & Southwestern									2			2	2	25		27
11. Manhattan, Alma & Burlingame	2			2					3		3		3		3	
12. Missouri, Kansas & Texas	61			61	168			168	173		173		5,122	3,396	4,887	3,631
13. Missouri Pacific	78			78	126	135		261	349		349		326	11,363	3,658	8,031
14. Central Branch Union Pacific	11			11	9	15		24	22			22	63	451	21	493
15. Kansas City Northwestern	10			10	22	4		26	23		23		219	204	55	368
16. St. Joseph & Grand Island	11			11	12			12	17		17		554	63	72	545
17. St. Louis & San Francisco	45			45	115	29		144	133		133		2,440	2,935	2,484	2,891
18. Kansas Midland		[1]11		11						1		1		92		92
19. St. Louis, Kansas & Southwestern																
20. Union Terminal																
21. Union Pacific	96			96	405	8	142	271	387	3	387	3	8,944	1,701	6,845	4,300
22. Junction City & Fort Kearney																
23. Kansas Central									9		9		38	20	33	25
24. Omaha & Republican Valley	7			7	10		7	3	3		3		339	32	180	191
25. Salina & Southwestern																
26. Solomon																
27. Union Pacific, Lincoln & Colorado	9			9	11		2	9					746	8	152	602
28. Wichita & Western	8			8					4		4		9			9
Totals	1,731	37	650	1,118	2,011	246	183	2,074	3,021	54	2,993	82	62,867	62,225	57,391	67,701

1. Includes freight locomotives.
2. Switching.

TABLE No. 16.—Consumption of Fuel by Locomotives, State of Kansas.

Roads.	Tons bituminous coal.	Wood, cords.		Total fuel consumed, tons.	Miles run.	Average pounds consumed per mile.	Average cost at distributing point per ton.
		Hard.	Soft.				
1. Atchison, Topeka & Santa Fe	357,122	9,759	.....	363,628	9,400,950	77.36	$1 35
2. Chicago, Burlington & Quincy	6,222	.....	.....	6,222	214,433	58.03	.....
3. Chicago Great Western	.....	.....	.....	.....	.....	.....	.....
4. Chicago, Rock Island & Pacific	105,338	1,245	.....	106,168	3,721,581	57.05	2 18
5. Hutchinson & Southern	2,720	101	.....	2,787	92,772	60.08	.....
6. Kansas City Belt	1,664	.....	.....	1,664	63,507	52.42	.....
7. Kansas City, Fort Scott & Memphis	166,136	2,562	.....	[3]167,844	[3]4,444,764	75.52	[1]1 25 [2]2 41
8. Kansas City, Clinton & Springfield	11,539	225	.....	[3]11,689	[3]322,322	72.53	[1]1 68 [2]1 87
9. Kansas City, Pittsburg & Gulf	.....	.....	.....	.....	.....	.....	.....
10. Leavenworth, Topeka & Southwestern	2,032	.....	40	2,032	67,680	62.00	[1]1 61 [2]2 92
11. Manhattan, Alma & Burlingame	1,681	58	.....	1,719	46,728	73.00	2 21
12. Missouri, Kansas & Texas	[3]525,951	3,525	.....	528,301	11,152,999	94.74	.....
13. Missouri Pacific	[3]193,986	556	.....	194,356	4,497,294	86.43	1 28
14. Central Branch Union Pacific	35,392	263	.....	35,567	916,045	77.65	2 15
15. Kansas City Northwestern	14,912	138	.....	15,004	358,806	83.63	1 66
16. St. Joseph & Grand Island	36,440	.....	600	36,740	801,847	91.64	.....
17. St. Louis & San Francisco	45,849	979	.....	46,501	1,172,851	79.30	1 29
18. Kansas Midland	4,879	136	.....	4,970	164,480	60.43	2 32
19. St. Louis, Kansas & Southwestern	.....	.....	.....	.....	.....	.....	.....
20. Union Terminal	.....	.....	.....	.....	.....	.....	.....
21. Union Pacific	82,990	1,434	.....	83,708	1,950,030	85.85	2 64
22. Junction City & Fort Kearney	4,096	167	.....	4,180	147,943	56.52	2 43
23. Kansas Central	5,860	101	.....	5,910	146,251	80.83	1 25
24. Omaha & Republican Valley	3,843	.....	21	3,854	96,465	79.91	2 60
25. Salina & Southwestern	1,192	.....	36	1,210	56,657	42.73	2 59
26. Solomon	2,369	.....	91	2,415	80,776	59.81	2 53
27. Union Pacific, Lincoln & Colorado	4,609	.....	111	4,665	167,032	55.86	2 97
28. Wichita & Western	2,697	89	.....	2,756	85,517	64.46	2 46
Totals	1,619,519	21,338	899	1,633,890	40,169,730	81.10	$2.20

1. Cost of coal.
2. Cost of wood.
3. Entire line.

TABLE No. 17.—Renewals of Rails and Ties, State of Kansas. New rails laid during the year.

Roads.	[5] Steel rails.				Ties—kind and number.							Total value rails and ties at distributing point.
	Tons.	Weight per yard.	Average price at distributing point.	Total value at distributing point.	Oak.	Cedar.	Treat'd	Other.	Total.	Average price at distributing point.	Total value at distributing point.	
										Cts.		
1. Atchison, Topeka & Santa Fe	2,604 250	75 65	$18 00	$51,422 00	629,769	296,886	29,516	5,936	962,107	36.6	$352,131 16	$403,553 16
2. Chicago, Burlington & Quincy					24,950	28,183			53,133			
3. Chicago Great Western												
4. Chicago, Rock Island & Pacific	9,550	60	27 63	263,866 50	44,934	168,568	193,207		406,709	37.0	150,482 33	414,348 83
5. Hutchinson & Southern	2,196,520	[1] 60 [2] 56			16,000	47,395			63,395	45.0	28,526 85	28,526 85
6. Kansas City Belt	7	60	28 00	196 00	1,675				1,675	35.0	586 25	782 25
7. Kansas City, Fort Scott & Memphis,	4,636	75	23 20	107,555 20	[3] 241,697				241,697	26.0	42,841 22	150,396 42
8. Kansas City, Clinton & Springf'd,					[3] 64,000				64,000	33.0	21,120 00	21,120 00
9. Kansas City, Pittsburg & Gulf												
10. Leavenworth, Topeka & Southw	89	52	21 00	1,869 00	3,385	1,619			5,004	27.0	1,351 08	3,220 08
11. Manhattan, Alma & Burlingame	[4] 241	56	15 00	3,615 00	6,989	7,547			14,536	39.0	5,668 94	9,283 94
12. Missouri, Kansas & Texas	1,154	66	27 00	31,158 00	90,715	1,331,674		354	[6] 1,422,743			31,158 00
13. Missouri Pacific					690,392				690,392	40.0	276,156 80	276,156 80
14. Central Branch Union Pacific					118,652				118,652	48.0	56,952 96	56,952 96
15. Kansas City Northwestern					80,882				80,882	48.0	38,823 36	38,823 36
16. St. Joseph & Grand Island	318	60	31 78	10,106 00	70,406				70,406	47.0	33,090 82	43,196 82
17. St. Louis & San Francisco	998	60	30 42	30,359 56	106,563			640	107,203	26.0	27,872 78	58,232 34
18. Kansas Midland					27,555			160	27,715	45.0	12,471 75	12,471 75
19. St. Louis, Kansas & Southwest												
20. Union Terminal												
21. Union Pacific	475	70	31 82	15,114 50	196,247				196,247	43.5	85,367 44	100,481 94
22. Junction City & Fort Kearney					13,446				13,446	53.8	7,133 94	7,133 94
23. Kansas Central					26,896				26,896	47.0	12,641 12	12,641 12
24. Omaha & Republican Valley					5,304	11,799			17,103	49.8	8,517 29	8,517 29
25. Salina & Southwestern					7,119				7,119	53.0	3,773 07	3,773 07
26. Solomon					10,771				10,771	52.0	5,600 92	5,600 92
27. Union Pacific, Lincoln & Colo					60,358				60,358	52.0	31,386 16	31,386 16
28. Wichita & Western					2,000				2,000	49.0	980 00	980 00
Totals	2,216,842		$23 24	$515,261 76	2,540,705	1,893,671	222,723	7,090	4,664,189		$1,203,476 24	$1,718,738 00

1. Five miles.
2. 16.93 miles.
3. Entire line.
4. Second hand.
5. There were no iron rails laid during year.
6. No price given; value not included in total.

PART IV.

DIRECTORY OF EXPRESS COMPANIES AND SLEEPING-CAR COMPANIES.

ANNUAL REPORT OF

The Pacific Express Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: The Pacific Express Company.
Date of organization: November 1, 1879.
Organized under the laws of Nebraska.

DIRECTORS.

Directors.	Address.	Expiration of term.
E. M. Morsman	Omaha, Neb.	January 6, 1898.
O. W. Mink	Boston, Mass.	
E. T. Clapp	St. Louis, Mo.	
E. Ellery Anderson	New York, N. Y.	
E. G. Merriam	St. Louis, Mo.	
S. B. Schuyler	"	
E. B. Pryor	"	

Total number of stockholders at date of last election: 10.
Date of last meeting of stockholders for election of directors: January 7, 1897.
Post-office address of general office: Omaha, Neb.
Post-office address of operating office: Omaha, Neb.

OFFICERS.

Title.	Name.	Location.
President	E. M. Morsman	Omaha, Neb.
Vice-President	O. W. Mink	Boston, Mass.
Secretary	Wm. F. Bechel	Omaha, Neb.
Treasurer	E. M. Morsman	"
General Solicitor	W. W. Morsman	"
Auditor	Wm. F. Bechel	"
General Superintendents	L. A. Fuller	St. Louis, Mo.
	F. C. Geutsch	Salt Lake City.
Superintendents	W. R. Bresie	Decatur, Ill.
	O. W. Case	Ft. Worth, Tex.
	Jno. T. Daniel	Salt Lake City.
	Wm. Griffith	Denver, Colo.
	Geo. W. Moore	Kansas City, Mo.
	G. P. Stebbins	Omaha, Neb.
Assistant Superintendent	C. H. Aikin	Texarkana, Tex.
Assistants to Superintendents	W. R. Buckmaster	Decatur, Ill.
	T. W. Budd	Kansas City, Mo.
	T. E. Burch	Ogden, Utah.
	H. Beckwith	Portland, Ore.
	W. H. Carson	Ft. Worth, Tex.
	T. E. Corley	Fort Smith, Ark.
	K. D. Gross	Keokuk, Iowa.
	W. H. Greenleaf	St. Louis, Mo.
	T. W. Hall	Pocatello, Ida.
	L. C. Hansen	Atchison, Kan.
	C. E. Johnson	Logansport, Ind.
	G. F. Johnson	Little Rock.
	Wm. T. Kyle	Wichita, Kan.
	T. T. Marshall	Texarkana, Tex.
	G. D. Patterson	Omaha, Neb.
	J. A. Russ	Palestine, Tex.
	A. F. Roth	Moberly, Mo.
	W. L. Rouse	Denver, Colo.
	T. W. Rogers	Spokane, Wash.
	L. S. Stowell	Paragould, Ark.
	H. P. Vallee	Paola, Kan.
	H. W. Walker	Atchison, Kan.
	J. P. White	Salina, Kan.
	J. W. Webster	Ft. Worth, Tex.

PROPERTY OPERATED.

	Miles of line.
Arkansas Midland	50
Boise City, Nampa & Owyhee	22
Brinkley, Helena & Indian Bay	24
Denver, Leadville & Gunnison	321
Denver, Lakewood & Golden	18
Des Moines & Kansas City	112
Excelsior Springs	9
Fort Worth & Denver City	469
Fort Worth & Rio Grande	142
Galveston, Houston & Henderson	50
International & Great Northern	775
Kansas City & Northwestern	172
Kansas City & Omaha	202
Kansas City, Watkins & Gulf	98
Keokuk & Western	148
Little Rock & Memphis	133
Mississippi River & Bonne Terre	48
Missouri Pacific system	5,326
Montana Union	60
Natchitoches & Red River Valley	11
Omaha & St. Louis	144
Oregon Railway & Navigation Co	1,219
Oregon Short Line	1,428
Pecos Valley	164
St. Joseph & Grand Island	252
St. Louis, Avoyelles & Southwestern	36
St. Louis & Hannibal	104
St. Louis Southwestern	1,227
Salt Lake & Mercur	8
San Antonio & Gulf	28
San Pete Valley	43
Sedalia, Warsaw & Southwestern	42
Stuttgart & Arkansas River	41
Texas & Pacific	1,496
Texas, Sabine Valley & Northwestern	40
Toledo, Peoria & Western	244
Union Pacific, Denver & Gulf	888
Union Pacific system	3,031
Utah Central	32
Velasco Terminal	20
Wabash system	1,990
White & Black River Valley	66
Wichita Valley	51
Total mileage operated	20,784
Total mileage operated in Kansas	3,604

CAPITAL STOCK.

Number of shares authorized	60,000
Par value of shares	$100
Total par value authorized	6,000,000
Total amount issued and outstanding	6,000,000
Dividends declared (rate, 3 per cent.)	180,000

This stock is issued to railroad companies for franchises.

CURRENT ASSETS AND LIABILITIES.

Cash	$589,642 59
Bills receivable	56,000 00
Total	$645,642 59

This company has no liabilities except current month's expenses, which are not chargeable against these figures.

INCOME ACCOUNT.

Gross earnings from operation		$3,136,079 99	
Less operating expenses	$1,422,629 72		
Payments to railroads	1,520,673 05		
		2,943,302 77	
Net income from operation			$192,777 22
Dividends, 3 per cent., common stock			180,000 00
Surplus from operations of year ending June 30, 1897			$12,777 22

OPERATING EXPENSES.

Conducting transportation:	
Loss and damage	$7,619 26
Outside agencies, salaries, expenses, etc.	854,391 68
Commissions paid agents	242,054 46
Rents of buildings and other property	89,186 63
Stationery and printing, including general office	39,767 46
Other expenses, taxes	13,335 23
General expenses:	
Salaries of general officers	72,975 00
Salaries of clerks and attendants	88,075 00
General-office expenses and supplies	7,250 00
Insurance	1,475 00
Law expenses	6,500 00
Total	$1,422,629 72

EMPLOYEES AND SALARIES.

Class.	No.	Days worked.	Compensation.	
			Total yearly.	Av. daily.
General officers	37	300	$72,975 00	$6 58
General-office clerks	91	300	88,075 00	3 23
City officers and employees	1,783	300	462,100 15	86
Station agents (paid by commission)	.....	.....	242,054 46	48
All other employees and laborers, messengers	468	300	194,642 00	1 39
Total (including general officers)	4,069	.....	$1,059,846 61	.....
Less general officers	37	.....	72,975 00	.....
Total (excluding general officers)	4,032	.....	$986,871 61	.....

This company maintains a large proportion of its offices at railway stations, the railroad agents acting as its agents, and are paid a commission upon the business done, which is additional to the pay they receive from the railroad companies.

In explaining the apparent smallness of the salary of employees at city offices, not paid by commission on business done, I desire to say that a large part of them are maintained jointly with other express companies who pay a large part of the salary, or are engaged in other business, one-third of the whole number being employed at city offices.

The same also applies to messengers, they being employed by the railroad companies to do baggage work, and from whom they receive part of their compensation.

All men are employed by the month and no record kept of days worked.

EMPLOYEES AND SALARIES, STATE OF KANSAS.

Class.	No.	Days worked.	Compensation.	
			Total yearly.	Av. daily.
General officers	3	300	$3,680 00	$4 09
City officers and employees	100	300	45,171 80	1 50
Station agents (paid by commission)	348	300	64,158 31	61
All other employees and laborers, messengers	43	300	18,980 00	1 47
Total (including general officers)—Kansas	494	.....	$131,990 11	.....
Less general officers	3	.....	3,680 00	.....
Total (excluding general officers)—Kansas	491	.....	$128,310 11	.....

This company does not keep any account of tonnage, nor does it separate the earnings by states. Its payments are on the basis of 50 per cent. of the gross earnings, except in cases of a few short lines, and the earning are divided only by systems of railroads, or roads over which it has control; that is to say: Union Pacific system, Missouri Pacific system, Texas & Pacific railway.

ANNUAL REPORT OF

The Wells, Fargo & Co.'s Express,

For the Year Ending June 30, 1897.

HISTORY.

Name: Wells, Fargo & Co.

Date of organization: January 26, 1872.

Under laws of Colorado territory, and now on file and of record among the archives and records of the state of Colorado.

The incorporation of Wells, Fargo & Co. in Colorado was a consolidation of various interests: The Holladay Overland Mail and Express Company, the old Wells, Fargo & Co., the Overland Mail Company, and the Pioneer Stage Company.

Wells, Fargo & Co. as now incorporated is a reorganization without change of name, the original incorporation having been effected under the laws of the state of New York, in March, 1852.

DIRECTORS.

Names.	Address.	Expiration of term.
Jno. J. Valentine	San Francisco, Cal	August 12, 1897.
Oliver Eldridge	"	
Geo. E. Gray	"	
Chas. F. Crocker	"	
Homer S. King	"	
Dudley Evans	New York city	
J. J. McCook	"	
Henry E. Huntington	San Francisco, Cal	
B. P. Cheney	Boston, Mass	

Number of stockholders at date of last election: 1,985.

Date of last meeting of stockholders for election of directors: August 13, 1896.

Post-office address of general office: San Francisco, Cal.

OFFICERS.

Title.	Name.	Location.
President	Jno. J. Valentine	San Francisco.
First Vice-President	Geo. E. Gray	"
Second Vice-President	Dudley Evans	New York city.
Secretary	Aaron Stein	San Francisco.
Treasurer	Homer S. King	"
Attorney, or General Counsel	E. S. Pillsbury	"
Auditor	J. S. Bunnell	"
Assistant Auditor	Y. C. Lawson	"
"	J. W. Valentine	"
"	C. B. Foot	"
Manager, central department	Andrew Christeson	Kansas City, Mo.
Division Superintendent	D. T. Mervine	"
" "	G. B. Simpson	St. Louis.

PROPERTY OPERATED.

Name.	Terminals.		Miles of line.
	From	To	
Atchison, Topeka & Santa Fe Rly	Chicago, Ill.	Los Angeles, Cal.	29,609
St. Louis & San Francisco Rld	St. Louis, Mo.	Paris, Tex.	
Erie Rld.	New York city	Chicago, Ill.	
Southern Pacific Co.	Ogden, Utah; San Francisco, Cal.; New Orleans, La.	Portland, Ore.	
And several inconsiderable minor roads			
Mileage operated in Kansas			2,969
Total			32,578

CAPITAL STOCK.

Number of shares authorized	8,000
Par value of shares	$100 00
Total par value authorized	8,000,000 00
Total amount issued and outstanding	8,000 000 00
Dividends declared (rate, 6 per cent.)	480,000 00

CURRENT ASSETS AND LIABILITIES.

Assets:		
Cash	$289,048 00	
Due from agents	114,922 10	
Total		$403,970 10
Liabilities:		
Loans and bills payable	$262,005 39	
Miscellaneous	42,120 25	
Balance, cash assets	99,844 46	
Total		403,970 10

EARNINGS FROM OPERATION.

Total freight revenue $7,009,907 69

Percentage of earnings to stock and debt cannot be given, as dividends are declared by our express and banking departments combined. Dividends of 6 per cent. were declared.

OPERATING EXPENSES.

Conducting transportation:		
Loss and damage	$1,610,383 69	
Injuries to persons	57,175 03	
Rents of buildings and other property	169,820 96	
Other expenses	4,192,355 87	
Total		$6,029,735 55
General expenses:		
Salaries of general officers	$141,650 04	
Salaries of clerks and attendants	151,449 00	
General-office expenses and supplies	169,481 96	
Insurance	5,689 34	
Stationery and printing (general offices)	66,180 07	
Other expenses	139,584 47	
Total		674,034 88
Grand total		$6,703,770 43

Percentage of operating expenses to earnings, entire line, 95.6.

Operating expenses for the state of Kansas cannot be segregated because of the general character of all the operations.

The percentage of expenses to earnings in Kansas cannot be ascertained.

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS.

The express company paid for the 12 months to—

Atchison, Topeka & Santa Fe Rly	$931,017 00
St. Louis & San Francisco	204,000 00
Wichita & Western	1,800 00
Manhattan, Alma & Burlingame	704 62
Leavenworth, Topeka & Southwestern	421 18

The express company pays other lines 55 per cent. and 50 per cent. of freight receipts.

EMPLOYEES AND SALARIES.

Class.	No.	Days worked.	Compensation.	
			Total yearly.	Av. daily.
General officers	65	23,725	$141,650 04	$5 97
General-office clerks	217	79,205	151,449 00	1 91
Messengers	760	277,400	390,718 73	1 41
Station agents	2,868	1,046,820	686,437 15	65½
All other employees and laborers	2,102	767,230	1,024,371 85	1 33
Total (including general officers)	6,012	2,194,380	$2,394,626 77	$1 09
Less general officers	65	23,725	141,650 04	.....
Total (excluding general officers)	5,947	2,170,655	$2,252,976 73	$1 04

EMPLOYEES AND SALARIES—STATE OF KANSAS.

Class.	No.	Days worked.	Compensation.	
			Total yearly.	Av. daily.
General officers	5	1,825	$6,660 00	$3 65
Messengers	82	29,930	52,050 00	1 74
Station agents	330	120,450	41,000 40	34
All other employees and laborers	142	51,830	37,452 00	72
Total (including general officers)—Kansas	559	204,035	$137,162 40	$0 67
Less general officers	5	1,825	6,660 00	.....
Total (excluding general officers)—Kansas	554	202,210	$130,502 40	$0 64

MILEAGE.

Miles railroad in United States and Mexico	27,874
Miles stage in United States and Mexico	1,735

ADDITIONAL QUESTIONS.

Total amount received from freight originating in Kansas and passing outside the state	$181,590 96
Total amount received from freight originating outside the state and destined to points within	240,733 92
What per cent. does the local freight business of Kansas bear to the total freight business of the entire line	1
Total amount received from freight originating in Kansas, destined to points within the state	$70,889 18
What per cent. does the local freight business of Kansas bear to the freight originating on your line in Kansas and passing outside the state?	39.0
What per cent. does the local freight business of Kansas bear to business originating outside the state and destined to points within the state?	29.4
What per cent. of freight received at each station on your road is local?	14.4
What per cent. of freight received at each station on your road is interstate?	85.6

ANNUAL REPORT OF THE

Pullman's Palace Car Company,

For the Year Ending June 30, 1897.

HISTORY.

Name of corporation: Pullman's Palace Car Company.
Date of organization: February 22, 1867.
Organized under special act of general assembly of the state of Illinois, approved February 22, 1867.

DIRECTORS.

Directors.	Address.	Expiration of term.
Geo. M. Pullman	Chicago, Ill.	Third Thursday of October, 1897.
Marshall Field	"	
J. W. Doane	"	
Norman Williams	"	
O. S. A. Sprague	"	
Henry C. Hulbert	New York, N. Y.	
Henry R. Reed	Boston, Mass.	

Number of stockholders at date of last election: 4,877.
Last meeting of stockholders for election of directors: Third Thursday of October, 1896.
Post-office address of general and managing office: Chicago, Ill.

OFFICERS.

Title.	Name.	Location.
President	Robert T. Lincoln	Chicago, Ill.
Vice-President	Thos. H Wickes	"
Secretary	A. S. Weinsheimer	"
General Counsel	J. S. Runnells	"
Auditor	F. C. N. Robertson	"
Assistant Auditor	J. F. Bird	"
General Manager	G. F. Brown	"
General Superintendent	C. A. Garcelon	"
Assistant General Superintendent	E. A. Jewett	"
Division Superintendent	W. H. Reed	"
District Superintendent	W. H. Robinson	Kansas City, Mo.

PROPERTY OPERATED.

This company's cars are used by the following railroads in Kansas:

	Miles.
Atchison, Topeka & Santa Fe, on main line and branches	910
Chicago, Kansas & Nebraska, on main line and branches	653
Chicago Great Western	31
Hannibal & St. Joseph, at Leavenworth	1
Kansas City, Fort Scott & Gulf	122
Kansas City, Pittsburg & Gulf	17
Missouri Pacific, main line and branches	797
Missouri, Kansas & Texas, main line	120
St. Louis & San Francisco, main line	206
Union Pacific, main line	443
Total	3,300

CAPITAL STOCK.

Number of shares authorized	360,000
Par value of shares	$100 00
Total par value authorized	36,000,000 00
Total amount issued and outstanding	35,055,600 00
Dividends declared (rate, 8 per cent.)	280,444 80

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Sleeping-cars	$115,261 09

INCOME ACCOUNT.

Gross earnings from operation		$152,371 07
Less operating expenses	$134,715 80	
Taxes paid in Kansas	8,434 38	
Natural wear of cars used in Kansas (5 per cent. on $115,261.09)	5,763 05	
Miscellaneous expenses in Kansas	174 50	
Total deductions from income		149,087 73
Net income		$3,283 34
Dividends (8 per cent. common stock, $115,261.09 value of cars used in Kansas)		9,220 89
Deficit on June 30, 1897		6,937 55
Taxes paid in Kansas, as shown above		8,434 38

Gross earnings embrace all fares local to Kansas, and the mileage proportion of all other fares as the mileage in Kansas bears to the total number of miles covered by such fares.

OPERATING EXPENSES.

Expenses not kept in detail. Total expenses so far as they can be ascertained are shown above. There may be other expenses properly apportionable to Kansas, but our records are not kept so we can find them with sufficient certainty to warrant charging them up to any particular state.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

Records not kept so as to enable us to answer.

ANNUAL REPORT OF

The Wagner Palace Car Company,

For the Year Ending June 30, 1897.

HISTORY.

Name: Wagner Palace Car Company.
Date of organization: 1887.
Organized under the general laws of New York.

DIRECTORS.

Directors.	Address.	Expiration of term.
W. S. Webb	Cor. 44th street and Vanderbilt avenue, New York city	September 30, 1897.
H. W. Webb	" " "	
C. Vanderbilt	" " "	
F. W. Vanderbilt	" " "	
W. K. Vanderbilt	" " "	
C. M. Depew	" " "	
Samuel F. Barger	" " "	
E. V. W. Rossiter	" " "	
J. D. Taylor	" " "	

Number of stockholders at date of last election: 481.
Last meeting of stockholders for election of directors: September 30, 1896.
Post-office address of general office: Cor. 44th st. and Vanderbilt ave., New York city.
Post-office address of operating office: The Temple, Chicago.

OFFICERS.

Title.	Name.	Location.
President	W. S. Webb	New York city.
First Vice-President	H. W. Webb	"
Secretary and Treasurer	J. D. Taylor	"
Attorneys, or General Counsel	Winston & Meagher	Chicago.
General Manager	J. A. Spoor	"
General Superintendent	J. C. Yager	New York city.
Division Superintendent	W. O. Chase	Chicago.
District Superintendent	G. H. Edwards	St. Louis.
District Superintendent	C. J. Simpson	Kansas City, Mo.
District Superintendent	C. Lincoln	Chicago.
District Superintendent	W. S. Collins	Denison, Tex.

PROPERTY OPERATED.

The cars of the Wagner Palace Car Company are hauled over the lines of the Missouri, Kansas & Texas Rly. Co., for a distance of 79.2 miles; part of through lines between Chicago, Ill., and Hillsboro, Tex., a distance of 1,009.7 miles, and between St. Louis, Mo., and Galveston, Tex., a distance of 1,155 miles. Said cars, in passing over the lines above mentioned, in the state of Kansas, enter the state at Clayton, in Bourbon county, and pass thence, in a general southerly direction, through the counties of Bourbon, Neosho, and Labette, and leave the state at the state line, in Labette county, on the south; also between Kansas City, Mo., and San Antonio, Tex., a distance of 806.9 miles, entering the state at the Missouri river, in Johnson county, and pass thence, in a general southerly direction, over the Kansas City, Fort Scott & Memphis railroad to Paola, in Miami county, and thence over the Missouri, Kansas & Texas railway, through the counties of Miami, Linn, Anderson, Allen, Neosho, and Labette, and leave the state at the state line, in Labette county, on the south, being a distance of 162.7 miles.

Said cars are also hauled over the line of the Kansas City, Fort Scott & Memphis Rld. for a distance of 114.5 miles, part of through lines between Kansas City, Mo., and New Orleans, La., a distance of 939 miles, and between Kansas City, Mo., and Holly Springs, Miss., a distance of 529 miles. Said cars, in passing over the lines above mentioned, in the state of Kansas, enter the state at Kansas City, and pass thence in a general southerly direction, through the counties of Wyandotte, Johnson, Miami, Linn, Bourbon, and Crawford, and leave the state at Arcadia, in Crawford county.

Said cars are also hauled over the line of the Kansas City, Fort Scott & Memphis Rld. for a distance of 183 miles, part of through line between Kansas City, Mo., and Joplin, Mo., a distance of 193.3 miles. Said cars, in passing over the line last above mentioned, in the state of Kansas, enter the state at Kansas City, and pass thence in a general southerly direction through the counties of Wyandotte, Johnson, Miami, Linn, Bourbon, Crawford, and Cherokee, and leave the state at Galena.

The Wagner Palace Car Co. is unable to give the precise mileage in the various counties, but respectfully submits that said information is contained in the reports of the Kansas City, Fort Scott & Memphis Rld. Co. and the Missouri, Kansas & Texas Rly. Co. to said honorable board. The total mileage in the state of Kansas covered by the cars of the Wagner Palace Car Co. is 812.3 miles.

Of the total number of cars required in the conduct of the business between Chicago, St. Louis, and Kansas City, on the east and north; and Hillsboro, Galveston, San Antonio, New Orleans, Holly Springs, and Joplin, on the south and west, the proportion required for the business done in the state of Kansas, being the proportion of the whole number required, is three and ninety-five hundredths (3.95) cars, as estimated by said Wagner Palace Car Co.

CAPITAL STOCK.

Number of shares authorized	200,000
Par value of shares	$100 00
Total par value authorized	20,000,000 00
Total amount issued and outstanding	19,000,000 00
Dividends declared (rate, 8 per cent.)	1,520,000 00

INCOME ACCOUNT.

Gross earnings from operation in Kansas (proportion of through traffic)	$11,168 20
Less operating expenses	6,840 00
Income from operation	$4,328 20

OPERATING EXPENSES.

The Wagner Palace Car Co. has not kept, and does not keep, its operating expenses in such detail, nor in the manner indicated by the interrogatories propounded under this head. Its total operating expenses of conducting its business, part of which extends into or through the state of Kansas, is as given above, to wit, $6,840.

ADDITIONAL QUESTIONS.

The proportion that the mileage in Kansas bears to the total mileage of the lines that extend across the state.

The Wagner Palace Car Co. does no local business in the state of Kansas, has no property in said state, nor employees therein, except as to porters and conductors in its cars, while passing through the state, as specified above.

PART V.

DECISIONS AND OFFICIAL CORRRESPONDENCE.

DECISIONS AND OFFICIAL CORRESPONDENCE

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF KANSAS.

EXCESSIVE SWITCHING CHARGES.

A. L. Harshberger, *Complainant.*
vs.
The Missouri Pacific Rly. Co., *Respondent.*

The charges complained of in this case arose from interstate business over which this Board has no authority. However, with a view of obtaining a remedy, if possible, the matter was taken up by the Board with the respondent, with the result that the respondent agreed to send a special agent for the purpose of adjusting the controversy. Complainant was duly notified of respondent's intention, and the matter by other communications was brought to complainant's notice without further response, and in accordance with the notice given, that the case would be dismissed unless it received complainant's attention, and the neglect still continuing, the proceedings are hereby dismissed. BY ORDER OF THE BOARD.

Attest: B. F. FLENNIKEN, *Secretary.*

UNJUST, UNREASONABLE, EXTORTIONATE AND DISCRIMINATIVE RATES.

Topeka, January 14, 1897.

1533 { George J. Twiss, Mayor, and James Sullivan *et al.*, constituting the Mayor and Council of Kansas City, Kan., *Complainants,*
vs.
The Chicago, Rock Island & Pacific Rly. Co., *Respondent.*

1534 { George J. Twiss, Mayor, *et al.*, *Complainants,*
vs.
The Atchison, Topeka & Santa Fe Rly. Co., *Respondent.*

1535 { George J. Twiss *et al.*, *Complainants,*
vs.
The Missouri Pacific Rly. Co., *Respondent.*

1536 { George J. Twiss, Mayor, *et al.*, *Complainants*,
vs.
The Union Pacific Rly. Co., S. H. H. Clark, Oliver W. Mink, John W Doane, and Frederic R. Coudert, Receivers, *Respondents.*

The complaints in the above-entitled causes are made under sections 14 and 18, chapter 124, Laws of 1883. They were filed with the Board July 31, 1896, and are so similar in their averments as to the wrongs alleged to have been committed and so raise the same questions for consideration that they will, for convenience, be considered together, as the decision of one will decide all.

The first, second and third paragraphs of the complaints allege in general terms that the complainants are the duly elected, qualified and acting officers of Kansas City, a city in the state of Kansas; that respondents are railroad corporations doing business in the state of Kansas, and that some parts of their roads run into and through complainants' city. The wrongs complained of are set forth in the fourth, fifth and sixth paragraphs of the complaints, and are as follows:

4. The rates charged by the respondents for carrying freight, and particularly flaxseed, oats, wheat, corn, and other grains and farm produce between said Kansas City and other points in the state of Kansas are unjust, unreasonable, and extortionate, and unjustly discriminate against said city and its markets, and against the producers of grain, dealers in grain, farmers, merchants and people of Kansas generally, in favor of other cities and markets, and the inhabitants, producers of and dealers in grain, farmers and merchants in other cities and states; that the rates for freight charged by the respondents are particularly unjust, unreasonable, extortionate and discriminative in this, to wit: that the respondent, for farm produce, grain and other similar freight carried to said Kansas City from other points in Kansas, charges and receives a much higher rate and compensation in the aggregate for the transportation of property under substantially similar circumstances and conditions than it charges for the transportation of the like kind of property a much longer distance to St. Louis, Mo., Chicago, Ill., and other cities and markets, even where the shorter is included within the longer distance, and over the same continuous line of railroad, as will more fully appear by reference to the annexed schedule, marked Exhibit "A" and made a part of this complaint, and which schedule shows the comparative rates of freight tariff now in force and operation and charged by the respondent for the transportation of wheat and corn over its said line of railroad between various points in the state of Kansas, and said Kansas City, St. Louis, and Chicago, respectively, and from which it appears that its rates for freight are much higher in the aggregate for grain carried from points in the state of Kansas to Kansas City than are the rates for the same grain carried from the same points in the state of Kansas through said city to markets in other states situated hundreds of miles more distant from the initial point or points where said grain is first consigned; that by reason of said unjust discrimination the markets of said Kansas City are destroyed, its elevators are left empty and unemployed and worthless, and the business of its merchants transferred to other cities and markets.

5. That said rates for freight charged by the respondent for the transporta-

tion of grain to St. Louis and Chicago from points in Kansas are not too low, but are just and reasonable; and a proportionate rate based upon and regulated and adjusted with reference to the comparative differences between the initial point of shipment in Kansas and Kansas City, St. Louis and Chicago would be the only just and reasonable rate for freight from said initial Kansas points to said Kansas City; and any higher or greater rates from points in Kansas to said Kansas City than such proportionate rate regulated by the difference in mileage or distance between the point of shipment in Kansas and said Kansas City, St. Louis and Chicago is unjust, unreasonable, extortionate, oppressive, and discriminative, and operates to the great disadvantage and injury and injustice of the producers, shippers and dealers in grain in said state, and of the inhabitants thereof generally.

6. That in the year 1894 the honorable Board of Railroad Commissioners of the state of Kansas made a careful investigation of the subject of freight rates upon the railroad of the respondent and other common carriers in Kansas, and recommended, established and promulgated maximum freight rates for the transportation of grain and other property between points in Kansas, which said rates, so far as they apply to wheat and corn, are shown upon said schedule, Exhibit "A" thereto attached, and from which it appears that the rate now charged and exacted by the respondent are much in excess of the maximum rate fixed by the honorable Board of Railroad Commissioners of the state of Kansas, as aforesaid, and in disregard and violation of its said findings, recommendations, and decision; and complainants aver that all rates in excess of the said maximum rate so fixed by the honorable Board of Railroad Commissioners in 1894 are illegal, unjust, unreasonable, and extortionate.

These charges are broad and sweeping, but, stated in detail, they amount to this, and nothing more: That the rates on Kansas farm products to the Missouri river are too high, and are so arranged as to discriminate against complainants' city and the dealers there, for the reasons: *First*, that they are relatively higher than other rates from the same Kansas points to other markets outside the state; *second*, that they are higher per ton per mile than from the same points of shipment to points of destination in other states; and, *third*, that the rate is too high for the reason that a former Board, upon examination and investigation, recommended that a lower rate should be put in. To the several allegations respondents respectively answer in substance as follows:

The Chicago, Rock Island & Pacific Rly. Co. enters a general denial.

The Atchison, Topeka & Santa Fe Rly. Co. denies that its rates in the state of Kansas are unjust, unreasonable, or extortionate, or unjustly discriminate against said complainants' city or its markets, or against the producers of grain or dealers in grain, farmers, merchants and the people of Kansas generally in favor of other cities and markets, and denies generally each allegation in the fourth cause of complaint except as otherwise admitted; and then, for further answer to said fourth cause of complaint, says, "that large reductions in grain

rates have been made from Missouri river points by other lines of railroad, and it has been necessary for said respondent to make said reductions in order to do any business; that in doing so it unavoidably happened, in two instances only, that rates from Kansas points to points beyond Kansas City were less than rates from the same points to Kansas City, which resulted wholly from the necessity of the defendant company to meet the rates made by competing railroads, but alleges that said rates have been reduced to prevent such discrimination."

For answer to the fifth paragraph of complaint, the respondent "denies that the present rate to Mississippi river points and Chicago are just and reasonable, and that a proportionate rate based upon and regulated and adjusted with reference to the comparative distance between the initial points of shipment in Kansas and Mississippi river points and Chicago should be made to Kansas City. The respondent maintains that the present rates are unremunerative and are published and protected only by reason of their being forced upon the respondent by the action of competing lines, and, as soon as it is possible to do so, the former rates and reasonable rates will be restored to Mississippi River points and Chicago."

For answer to the sixth paragraph of complaint, respondent says: "That the order made by the Board of Railroad Commissioners of the state of Kansas in 1894, recommending and establishing a maximum freight rate for the transportation of grain and other property between points in Kansas was made without jurisdiction, and is wholly void and of no effect; that the said maximum rates so recommended and established by said Board in 1894 are illegal, unjust, unreasonable, and unremunerative," and respondent asks that the complaint be dismissed.

The Missouri Pacific Rly. Co. made no answer to the complaints against it, and is in default.

The Union Pacific Rly. Co. concludes its answer by saying in substance that the circuit courts of the United States have sole jurisdiction over its properties, through receivers appointed by said Courts.

The receivers of the Union Pacific Rly. Co., in answer to the complaints, set forth the dates of the orders of the several courts under which they control and operate the property of the Union Pacific Rly. Co., and then enter a general denial as to wrongs which are alleged to have been committed against complainants. Parts of section 18, chapter 124, Laws of 1883, one of the sections of the statutes under which these proceedings are brought, read as follows:

It shall be the duty of said Commissioners, upon the complaint and application of the mayor and council of any city, or the trustee of any township, to make an

examination of the rate of freight tariff charged by any such company, and of the condition or operation of any railroad any part of whose location lies within the limits of such city or township. . . . Before proceeding to make such examination in accordance with such application or petition, said Commission shall give to the petitioners and railroad company reasonable notice in writing of the time and place of entering upon the same.

After an examination as provided by the statute, the Board may make an order, which shall be *prima facie* evidence of what is a reasonable charge for the service of carriers, and which order may, if the carriers refuse to obey it, be enforced by the courts, if found by them to be reasonable.

The examination was set for Monday, January 11, 1897, at 10 o'clock A. M., at the office of the Board in the city of Topeka, Kan., and all parties interested were duly notified. At the hour and place appointed for the hearing there were present: The Union Pacific Rly. Co., and the receivers thereof, by A. L. Williams, their attorney, who stated that he appeared also for the Missouri Pacific Rly. Co., and the Chicago, Rock Island & Pacific Rly. Co. The Atchison, Topeka & Santa Fe Rly. Co. was represented by W. Littlefield, its attorney. The complainants did not appear, and the hearing was adjourned to 2:30 o'clock P. M., in order to give them further opportunity to be present. The hour of adjournment having arrived, and they still making no appearance, the case was proceeded with, and was by the parties present submitted upon the pleadings and rate-sheets of respondents, which was the only testimony introduced or offered.

Before proceeding to a decision of the questions involved, it may be said that the rate situation as regards complainants has been entirely changed since the filing of the complaints. The tariffs of respondents have been revised, and those now in force are different from and lower than those in effect at the time of the filing of the complaints, with the exception of the distance tariff, which operates wholly within the state and under which no grain has ever moved to complainants' city, as the Board understands.

Coming then to the question at issue, the first to be considered are the unjust discriminations alleged in paragraph four of the complaints. In the nature of things discriminations in transportation must exist. The wisdom of man, aided by years of experience, has wholly failed to bring forth or evolve a system of rate-making which, if put into practical operation, would prevent discriminations, and we feel safe in saying that such system is not attainable. The most that can be hoped for is to improve the present system by experience and actual test so as to create equality of rates for transportation as nearly as possible. The interests concerned in commerce are so various and so conflicting as not to admit of complete reconcilement or absolute

equality of adjustment. In determining this question all interests concerned must be considered; that of the consumer must not be lost sight of in order to serve the producer, for the producer must of necessity consume something which his consumer produces; one locality must not be made to suffer that another may become prosperous; one commercial center must not be built up at the expense of other places naturally and favorably located, nor must the interests of the dealer be alone considered and the rights of the carrier disregarded.

It is not every discrimination that is wrong. It is only wrong when unjustly made. In determining, therefore, whether a discrimination is just or unjust, the interests involved are to be carefully considered and the absence of settled or determined preëxisting rights the conclusion must be in favor of the greater proportion of affected interests. One contention of complainants is that the interest of the Kansas grain raiser is identical with their interest. In this we are unable to agree with them. In considering the interest of Kansas grain producers certain conclusions are irresistibly forced upon the Board. So long as the surplus of American grain is sold in transatlantic markets, so long will the price realized by the grain raiser at any market be the price obtainable at the transatlantic markets, less the charges of middlemen and the cost of transportation, except as extraordinary local demands may occasionally and for a time vary the price. The only necessary breaks in the transportation of Kansas grain to transatlantic markets, where the price is fixed, is where land and ocean transportation connect. Kansas grains, therefore, when destined to transatlantic harbors, cannot be justly subjected to the cost of more than one breakage of bulk, one extra cost of handling while in transit. The elimination of commissions to middlemen, inspection, switching, storage and elevator charges to intermediate points of shipment reduce the general cost of transportation and add to the profit of the producer, without increasing the burden of the consumer, and are factors which must not be lost sight of in considering the question. The producers of Kansas are justly entitled to the lowest through rates to the nearest points of transfer from land to water carriage which can be had, the interests of the carrier being fairly considered, and any policy which denies this right and arbitrarily imposes charges occasioned by unnecessary stoppages in transit must be condemned.

Complainants' city is not a natural grain market. No point in the nature of things can be, except it be located where land and water transportation meet; where rehandling becomes imperative in order that the grain may reach its ultimate destination; where breaking of bulk is necessary and where extra expense follows, and which must be

submitted to. But a very small percentage of the grain shipped into Kansas City is consumed there or intended to stop there as a point of ultimate destination. The destination of the grain shipped in there, if not for transatlantic markets, is for points east or south, and it is not apparent to the Board that the interests of the Kansas farmer is advanced by stopping the grain there and subjecting it to the charges of inspection together with other charges incident to a reshipment and rebilling. It is a fact within the knowledge of the Board, ascertained from the most reliable sources, that for years the through rate has prevailed, and not a bushel of grain has been shipped out there on a local rate, but it has all moved from there on the balance of the through rate. This must be done, or the gentlemen doing a grain commission business there would have to stop. They could not compete with those using the through rate, for the reason that it is well known that the sums of two locals must exceed the through rate. To enable them to transact business there without loss, or at least with profit, they must be allowed to ship out on the balance of the through rate. The interests of the grain producer of Kansas would not be better subserved if the Board should make the order requested..

From the foregoing the Board finds that the interests of the Kansas grain producer and those of complainants are not identical, but are so dissimilar as to be antagonistic, and that it would be injurious to the Kansas producer to have rates so manipulated as to compel stoppage of their products at any point other than the point of ultimate destination. The collective interest of Kansas producers transcends in importance the interests of the grain dealers of complainants' city as a commercial center. The Board does not regard as unjustly discriminative a system of rates which permits producers to reach points of ultimate destination by the cheapest method, without intermediate stoppages, although such system or method, may prevent some locality or localities or the citizens thereof from reaping an advantage which they might otherwise have.

And in considering this question, due regard for the interests of Kansas railroads must be had. It is well known that for several years past Kansas roads have not proven as profitable investments as their promoters had anticipated. Whether this has been occasioned by bad management, short crops, the general depression in values, the excessive stringency of the times, or a combination of all, or from other causes, we need not stop at this time to inquire. We are confronted with the fact that many of them have been under the control of receivers, and that some of them have not yet been released from the dictation of courts. They are Kansas institutions, and as such

entitled to the same protection under the law as other institutions. They have more largely, perhaps, than any other thing aided in the development of the state. They pay their taxes, help to build our schoolhouses, educate our children, and aid generally in the support of both local and state governments. At least eight of these roads have lines reaching Chicago, St. Louis, or Gulf ports. They are entitled to consideration in the decision of this question. It would have to be manifest that the rights of the producer would be benefited before a system should be established which would compel these Kansas institutions to haul the products of Kansas to the Missouri river and there force them into competition with other lines which do not cross the state line, and in no way contribute to the support of the state.

The allegations in the fourth paragraph of complaints, that rates upon grain between "Kansas City and other points in the state of Kansas are unjust, unreasonable, and extortionate," are not, in the opinion of the Board, well founded, because of the fact that no grain is moved under those rates, as has been stated and as will hereinafter appear.

The demand in paragraph five of complaints, for rates proportionate to distance, is utterly at variance with a generally recognized principle of rate making. If there is any rule universally observed in devising rates, it is that of making them decrease per ton per mile as the distance increases.

The rate on corn from Wichita to Chicago via the Atchison, Topeka & Santa Fe Rly. Co.— the short route and the one which fixes the rate — is 22 cents per hundred pounds, or 6.54 mills per ton per mile. The distance to Kansas City from Wichita is 214 miles. At the same rate per ton per mile the company would receive $1.39.9 for each ton carried. The average number of tons per train as reported by the company to the Board for 1896 was 126. The total receipts per train to Kansas City from Wichita on that basis would be $176.34. The average operating expenses per train mile as reported by the company was 39.415 cents, making, for the distance to Kansas City, $191.34 — exceeding the receipts by $15. The tonnage delivered at Kansas City at a loss in operating expenses of $15 might from there go over other lines. No one will contend that such rates would be just. It would require a rate of 7.1 mills per ton per mile to Kansas City to cause the receipts to equal the operating expenses at the average cost per train mile. The same rate per ton per mile extended to Chicago would make a rate of 23.8 cents per hundred pounds, or 1.8 higher than it now is. Such an adjustment would not specially benefit grain raisers at Wichita.

The foregoing computations are based on averages. If the exact statistics were available, the showing would undoubtedly be more favorable to the long haul. For the short distance to Kansas City the cost per train mile would be more than the average, while to Chicago it would be less. It is clear that the present rate to Chicago which results in a profit to the company would, if prorated to the Missouri river according to distance, cause a loss, and that, if a profitable rate to the Missouri river were extended *pro rata* to Chicago, the present rate from Wichita to Chicago would be largely increased.

Another principle of rate making whose justness is admitted is, that the sum of rates to and from a point of stoppage intermediate to origin of shipment and its ultimate destination shall be greater than the rate when the shipment goes through over the same line or lines from origin to destination without stoppage. This principle has been repeatedly sustained in adjudicated cases by both commissions and courts. A reasonable through rate will then always be less than the sum of two reasonable local rates. Under such through rates, the grain of the Kansas farmer will never naturally stop at points intermediate to origin of shipment and the ultimate market.

Reasonable through rates are what most concern the people of Kansas. The articles of commerce consumed by them which they do not produce come usually long distances. Their surplus products are marketed at distant points. They are deeply interested in securing the benefit of through transportation. In this connection the Board does not hesitate to condemn the practice of carriers in making through rates to and from Kansas points a certain percentage of the sum of locals to and from the Missouri river. If there was ever justification for the system, the time has passed. There are enough lines running through from Kansas to points whence her supplies come, and where her products must go, to properly serve the people. If other lines desire to participate in Kansas traffic let them come into the state. The abolition of the practice of basing rates upon the Missouri river would, in the opinion of the Board, benefit the people of the western states more than anything else that could be done.

This practice has been criticized by the Interstate Commerce Commission. In cases decided by that commission (*E. J. Daniels v. V. C. R. I. & P. Rly. Co. et al.*, and *E. J. Daniels v. The Grand Northern Rly. Co. et al.*, reported at page 458, *et seq.*, 6 Int. Com. Reports) it is said:

In this view we are influenced by the consideration already referred to, that the relative rates complained of in this proceeding resulted from the questionable practice by which the same rates are established to all so-called Missouri river points. Many of the reasons which induced the carriers to use the Missouri river as a basing line and to make common rates to so many widely separated

places have largely disappeared with the extension of railway system far beyond the west bank of that river. . . . While comments on the propriety of taking a north and south river as the line on which to extend common rates for east and west traffic may not be pertinent to this discussion, we are disposed to say that the "basing point" method of rate making — at least to the extent it is now employed — has never commended itself to the judgment of the commission, or appeared to be necessary to an adequate scheme of tariff construction. .

The Board cannot sustain the allegation of grievances set forth in the fifth paragraph of the complaints.

As to the averments in paragraph six of the complaints, concerning the schedule of maximum rates recommended to carriers for adoption by former members of this Board in 1894, it is held that the same are not pertinent to the real issues raised by these procedings. The action recommended to the carriers was simply a reduction of the local distance tariff under which the shipments are made between points within the state. It is estimated that only about one-tenth of the traffic of all Kansas railways would be directly affected by such a schedule of rates. It is a matter of common knowledge that but little, if any, grain moves under the distance tariff — certainly none that is destined for consumption outside the state. Nearly all grain shipments are interstate, and over these the Board has no control.

The questions raised by the complaints are not new. They were considered by former members of the Board in 1890, and the decision then made was adverse to a contention substantially similar to that of complainants in these cases. In the proceedings referred to, decided July 1, 1890, and reported in the Eighth Annual Report of the Board at page 108, *et seq.*, it is said, among other things:

It was stated at the hearing, and the statement was not challenged by any one, that not a kernel of grain was moved out of Kansas upon the Missouri river local rate. Several Kansas City grain dealers were present and were interrogated upon the subject, and each admitted that he did not pay the local rates on grain bought in Kansas City, but it was all shipped upon the basis of the through rate to Chicago and other points. . . .

The principal witnesses, or rather advocates (for there was no sworn testimony produced at the hearing) of a return to a system of local rates instead of the present through rates, were Kansas City grain dealers. These gentlemen endeavored to make it appear that if all Kansas grain could be stopped at the Missouri river, subjected to the cost of inspection and grading under the laws of Missouri, and of rehandling at that point, that in some way the producer would be benefited. It was shown that those roads having a continuous line from various points in Kansas to points upon the Mississippi river and Chicago, and who are thus able to make through rates over their own line to the last-named points of shipment, and to other points intermediate, declined to permit traffic gathered by them in Kansas and destined to points east of the Missouri river reached by their own lines to be diverted to other lines for transportation to points of destination. This is a correct business policy, and is necessary to the system of through rates.

The establishment of this policy has resulted, as we have seen, in cheapening the cost of transporting the leading products of Kansas to market nearly one-third of former cost. It has, in addition, done away with the necessity of paying cost of rehandling and brokerage fees at the Missouri river on the great bulk of this commerce. To require a railroad reaching from Kansas City to Chicago, to St. Louis and other points, instead of carrying that grain right on to its ultimate destination, to throw it down at the Missouri river, to be picked up again by either itself or some other road, is not conducive to expeditious or cheap transportation. Such a requirement could only be made effective by substituting local for through rates, and greatly advancing the cost of transportation to the producer. The through roads have broken down the ancient blockade to commerce at the Missouri river, and we are now asked to restore it. How the Kansas farmer is to be benefited by this was not explained.

We are perfectly aware that the railroads operating wholly east of the river are quite earnestly desirous that this Board will grant this petition of the Kansas farmers precisely as they ask. Since the adoption of through rates from Kansas to eastern points, the railroads operated from the Missouri river east have had to surrender to Kansas roads a portion of the rates from the Missouri river to points further east upon all Kansas products reaching those markets over their lines. This was necessitated by the fact that that proportion of the through tariff reaching from Chicago or Mississippi river points applying to the territory west of the Missouri river is so small, 3½ cents on corn for distances of 200 miles and more, that the earnings under it would be wholly insufficient to pay the cost of carriage. In prorating between two or more roads upon through tariffs, the total earnings from a through rate are divided between them upon a basis of cost and mileage, according to principles and usages well recognized among railroads. When Kansas grain was carried to market upon local rates to the Missouri river, these were fully compensatory to Kansas roads, and this left to the railroads operating east of the river the full measure of the 20-cent rate to Chicago and 15 cents to St. Louis, and the full rate east of the river to other points. But under the present arrangements, a part of these rates has to be surrendered to lines originating the business west of the Missouri river.

We are now asked to make a local rate on corn for Kansas roads exactly equal to that amount of earning that Kansas roads got as a *pro rata* share of the through rate. This would enable the roads east of the river to say to Kansas roads, You now have your full rate in the local given you by the Railroad Commissioners upon petition of Kansas farmers—there is no longer any need or reason why we should divide with you any part of the rate east of the river. That this would be the result we have very little doubt. It would be a result which would be very earnestly fought for, and could only be averted by the firm opposition of those through lines which, against the persistent opposition of eastern lines, have forced through rates and cheaper transportation. Such a result would be most disastrous to the farming interests of Kansas, since it would add to the present rates on corn an advance of about 6 cents.

Either this would be the result of such action on our part, or else corn, etc., would continue to move on through rates as at present, in which case the local rate asked for would not be used at all, and the cost of transportation would remain unaffected. There is no way in which a local rate can become effective without advancing the aggregate cost of getting Kansas grain to market, without a radical change in all rates east of the Missouri river, a change which no one is proposing, and which we believe it would be utterly impossible to bring about.

The tendency of the times is to arrange all great lines of traffic on through rates and long hauls. This tendency has been greatly strengthened by the policy of the interstate-commerce law. It is rendering the local rate of increasingly less importance. Besides, one of its results is to eliminate tolls and brokerage fees, to reduce the rate of charge per mile, and open up the channels of commerce to a freer and cheaper flow of traffic. We should be doing the farmer a very poor service if by any act of ours that line of policy should be obstructed or hindered. The policy of unifying the traffic of the country, and cheapening the cost of transportation by joint tariffs, and dividing the earnings thereon among the roads between whom such tariffs exist, by voluntary arrangements, has received the sanction of the Interstate Commerce Commission. In their first report they say:

"To make railroads of the greatest possible service to the country, contract arrangements will be essential, because there would be no joint tariffs, joint running arrangements and interchange of cars, and the giving of credit to a large extent, some of which were obviously beyond the reach of compulsory legislation."

Under the present arrangement of joint tariffs and through rates, the great bulk of Kansas grain goes direct from the granaries of Kansas to points of ultimate destination, in response to legitimate demand, without having to run the gauntlet of inspection and brokerage fees at the Missouri river. To return to the system of local rates would reverse this. By accumulating large quantities of grain at a particular point in transit to the market where it is needed for consumption or export, a powerful temptation is presented for the granting of secret rebates, which, while they put the money in the purses of the dealers, they unduly stimulate the movement of grain, glut markets, depress prices, and inflict injuries and losses on the producing classes. In part to avert these disasters, Congress, in the act to regulate commerce, prohibited the granting of secret rebates and special rates, under heavy penalties. In practice, however, experience shows that to diminish the temptation is more effectual than the severest penalties to secure obedience to the law and prevent the serious evil which the practice entails.

The views expressed by the former Board are approved by the present Board. The question then under consideration was the reduction of the local tariff to the Missouri river; now it is a reduction of the local distance tariff, but the same principle is involved. This Board cannot see how the people of Kansas will be benefited by establishing a rate system tending and intended to stop all incoming and outgoing traffic at the borders of the state and subjecting it to unnecessary handling charges. The Board holds that the interests of the grain producers will be best subserved by a cessation of these arbitrary stoppages, and to that end it will labor.

There are other reasons why the relief sought by complainants herein should be denied.

The Board looks upon the action of the complainants as antagonistic to the efforts of the Board to secure through the Interstate Commerce Commission a reduction of rates through to the seaboard, and, as tending to show that it is complainants' interest rather than that of the people of Kansas that is sought to be conserved by these pro-

ceedings, the Board deems it proper to refer to other proceedings before the Board instigated by the board of trade of complainants' city after the commencement of this Board's action before the Interstate Commerce Commission.

In June last 311 petitions signed by citizens of Kansas, which had been prepared, printed, circulated and collected by the board of trade of complainants' city, were by said board of trade filed with the Secretary of this Board. The petitions recited the recommendations made to the carriers in 1894 by the former Board concerning a schedule of maximum rates, and then stated in substance that the schedule had not been investigated except as to grain rates as fixed by the schedule. The only part of the schedule considered by the board of trade, it seems, was that part affecting the interests of grain dealers of complainants' city, and which are represented by complainants herein. The same is true as to the complainants herein. The chief concern is about rates on grain to complainants' city. The general interest of the people of Kansas is not the subject of the proceedings.

Again, the board of trade of Kansas City, Mo., whose attorneys are the attorneys of complainants herein, and whose interests are identical with the complainants' interests, have intervened in the proceedings brought by this Board before the Interstate Commerce Commission with the intent seriously of defeating the object sought to be accomplished by the Board in those proceedings.

After a careful consideration of all the questions raised by the complainants, the Board concludes that justice to the greater number of interests concerned demands a denial of the relief sought by complainants. The several cases are therefore dismissed.

BY ORDER OF THE BOARD.

Attest: B. F. FLENNIKEN, *Secretary.*

FREE DELIVERY OF EXPRESS PACKAGES.

Topeka, January 21, 1897.

Mayor, City Council and Citizens of Washington, Kan., *Complainants,*

vs.

The Pacific Express Company and the Adams Express Company, *Respondents.*

No. 1521.

Complainants filed with the Board their petition and application, setting forth in substance that the city of Washington is located in Washington county, Kansas, and is the county-seat of said county; that it has two lines of railroad reaching it — the Burlington & Mis-

souri River Railroad in Nebraska, and the Missouri Pacific railway; that it also has two express companies doing and transacting business there, which are the respondents herein; that said express companies, at and prior to the 1st day of March, 1896, maintained a free delivery system of all express goods consigned to residents within the corporate limits of said city, and that on the said 1st day of March, 1896, they arbitrarily abandoned such delivery, and from that date neglected and refused, and still neglect and refuse, to deliver express packages to any of the consignees residing in said city, and the complainants herein pray for an order of the Board requiring them to establish the said free delivery system which was in force there prior to March 1, 1896.

The attention of the express companies was called to the matter and they were provided with copies of the complaint.

The Adams Express Company answered in substance, that the earnings of the company at said office were but $1,026.44 for the year 1895, and were insufficient to warrant their continuing the free delivery system at said city; that they have been paying annually for delivery of goods at said place $180, and that it was necessary that said reduction in expenses be made in order to make this station a paying one.

The Pacific Express Company answered in substance the same, excepting that the gross income was $1.036.47 this year; that the cost of their delivery for the year was $150, and that that amount was a loss to them; and in order to make said agency a paying one it was necessary to cut off said expense of free delivery.

A full examination of the matter develops that all the statements contained in complainants' petition are true — in fact, that none of them are denied by respondents; and the Board further finds, that the city of Washington is an incorporated city of the third class and has a population of from 1,500 to 2,000 people; that for more than 12 years prior to March 1, 1896, it had been the universal custom of respondents to deliver free to consignees within the corporate limits of said city all packages and parcels sent them through said express companies; that the depots are located one-half mile north and the other one-half mile south of the businees portion of the city; that the only offices maintained by the express companies are at said depots; that no system of notification has been adopted by either of respondents notifying consignees of the arrival of goods by express; that the inhabitants of said city have been put to great inconvenience and trouble and some expense, and have been greatly delayed in obtaining express goods consigned to them; that the expense of delivering goods can be greatly reduced by said companies, and that contracts

can be let for carrying of said goods at an amount not exceeding one half of that which the respondents claim to have paid prior to March 1, 1896.

From the foregoing findings, which appear to the Board to be conclusive as to the situation of things at Washington, it would seem that the volume of business transacted in this line, being almost $2,100, is sufficient to entitle patrons of the express companies at that place to free delivery. The custom had prevailed from the time these companies entered said city and commenced the transaction of business there. It had become a part of the settled policy of these companies in dealing with their patrons there to deliver the goods in person to the consignees. This change was made without consulting the people or without any attempt, so far as the Board is advised, to obtain cheaper cost of delivery. The Board also finds that the only expense which the companies are to, in addition to that of transporting goods to Washington and the cost of maintaining an agency there, is the cost of delivering them to the individuals in person; that they have no property of any kind or value which it is expensive to maintain or keep up at that point; that whatever amount they receive after paying the expenses of transporting the goods, the cost of the local agency and a proportionate share of the general office expenses would be net profit to respondents. Business of this acknowledged volume, it seems, ought to be sufficient to jusify receiving the usual accommodations of a free and quick delivery.

In view of all these circumstances, and of its having been the custom of these companies for so many years to maintain a free delivery system, they being carriers and owing a duty to the public, the Board is of the opinion that it is their duty to deliver the express goods to the proper person at his or her residence or place of business within the corporate limits of said city.

It is therefore by the Board ordered, that respondents, from and after the service of a copy of this order, resume their former practice and custom of delivering to the people and inhabitants of the city of Washington residing within the corporate limits of said city all express goods, packages and parcels of every kind whatsoever, free of expense to the consignee. By Order of the Board.

Attest: B. F. Flenniken, *Secretary.*

CONSTRUCTION OF A SWITCH.

Topeka, January 22, 1897.

W. D. Vandiver, Township Trustee, *Complainant,*

vs.

The Missouri Pacific Rly. Co., *Respondent.*

The complaint was for the purpose of obtaining an order to require respondent to construct a switch at a point on the Fort Scott & Kansas Southern railroad—a branch of respondent's line—in Bourbon county, Kansas, where the said railroad is intersected by the line between sections 18 and 19, township 27.

The answer of the respondent to the complainant in substance denied the public necessity for the switch; alleged that the proposed switch would be 1.9 miles only north of Drywood station, five miles north of Godfrey, on a grade of 28½ feet to the mile, and in a cut of about 4½ feet in depth and 1,200 feet long; that 4½ miles west and one mile south of the said proposed location is the station of Pawnee, on the Joplin branch of the Kansas City, Fort Scott & Memphis railway; that five miles east and three miles north is the station of Garland, and 4½ miles east and three miles south is Arcadia, both on the main line of that road; that at Drywood there is a depot and two sidetracks; that the construction of the switch would not be consistent with safety to life and property.

The answer of respondent was brought to the notice of complainants, who in reply admitted the location of the stations surrounding the proposed switch location to be as stated, but maintained that both the company and the community would be benefited by the building of the switch.

After a careful consideration of the questions raised, the Board concludes that, by reason of the proximity of numerous stations on the lines of respondent and other companies, the people in the vicinity of the proposed location are reasonably well supplied with station facilities, and that the respondent cannot be justly required at this time to go to the expense of constructing a switch as asked. If all requests of this kind were granted the rails of the main lines of road would be numerously broken; and thereby would be increased greatly the liability to accidents destructive of life and damaging to property, and this is matter for consideration in determining applications of this character.

The application is denied and the case dismissed.

By Order of the Board.

Attest: B. F. Flenniken, *Secretary.*

REOPENING OF STATION AT PERKINS, KAN.

Topeka, January 22, 1897.

Cal. Harvey, Trustee, Cherokee township, Montgomery county, Kan.,
vs. *Complainant,*

The Missouri, Kansas & Texas Rly. Co., *Respondent.*

No. 1539.

The request of complainant was for an order requiring the respondent to reopen the station at Perkins, Kan., which had been closed 3½ years.

The matter was brought to the attention of respondent, which, on December 11, 1896, informed the Board that the reopening of the station had been directed, and since the Board has just been advised that such action has been had. The relief sought being therefore granted, the case is dismissed. BY ORDER OF THE BOARD.

Attest: B. F. FLENNIKEN, Secretary.

St L. Kan & So W R.

ABANDONMENT OF ROAD.

Topeka, January 22, 1897.

H. Lewelyn Jones, as County Attorney of Harper county, Kansas,
vs. *Complainant,*

The St. Louis & San Francisco Rld. Co., *Respondent.*

No. 1541.

On the 21st day of October, 1896, complainant, acting for and on behalf of the county of Harper, filed with the Board his complaint as county attorney, charging that, on the 18th day of October, 1896, respondent had suspended the operation of that portion of its road running from Arkansas City, Kan., to Harper, Kan., and praying the Board to take such action as was in their power as might be necessary to have the service thereon restored. A copy of complaint, with a request that respondent answer, was, on the day on which it was received, forwarded to the general manager of respondent at St. Louis, and complainant informed of such action. October 28, 1896, respondent answered as follows:

The St. Louis & San Francisco Rld. Co. does not own the line of railway known as the Anthony branch, and extending from or near Arkansas City to Anthony, in the county of Harper. It owns no interest in said railroad, and never has owned any interest in the same of any sort or description.

The said line of railroad belongs to and always has belonged to the St. Louis, Kansas & Southwestern Rly. Co.

The St. Louis & San Francisco Rld. Co. owns none of the stock of said St. Louis, Kansas & Southwestern Rly. Co., and has no interest in or control over that company.

The said line of railroad was formerly operated by the St. Louis & San Francisco Rld. Co. under a lease.

The said St. Louis & San Francisco Rly. Co. became, and was and is, bankrupt, and all its property was on the 30th day of June sold under foreclosure.

The receivers of the said bankrupt St. Louis & San Francisco Rly. Co. operated the said Anthony branch up to the 30th day of June, 1896.

On that date the said Anthony branch was delivered to and taken possession of by the St. Louis, Kansas & Southwestern Rly. Co.

The said company owned no rolling stock or equipment of any sort, and therefore, in order that it might have opportunity to make permanent arrangements for the operation of its said road, it entered into a temporary agreement with the St. Louis & San Francisco Rld. Co. whereby the St. Louis & San Francisco Rld. Co. was to operate the said line of road temporarily for the account of the said St. Louis, Kansas & Southwestern Rly. Co.

Said agreement is now terminated, and the St. Louis & San Francisco Rld. Co. not only is under no obligations in law or in equity to operate said line, but it has no lawful right to do so.

Defendant therefore asks that this honorable Board will designate a time and place for a hearing upon the complaint and answer herein, and that the defendant may be allowed to establish the allegations, if it is necessary, by affidavit, with leave to plaintiff, if plaintiff sees fit, to cross-examine affiants upon matters contained in their affidavits.

A copy of this answer was on the day of its reception forwarded complainant, who was requested to inform the Board if he desired to contest the matter further, and, if he did, to indicate what time would suit him, and where would best suit his convenience. To this letter no answer has been received. As complainant is an attorney, and understands that any action which the Board might take after investigation, if favorable to him, would be advisory only, and not enforceable, and not hearing further from him, the Board concludes that further proceedings are not desired by the complainant, and the action is hereby dismissed. By Order of the Board.

Attest: B. F. Flenniken, *Secretary.*

TELEGRAPH FACILITIES.

Topeka, January 22, 1897.

O. F. Miller and O. L. Knowlton, Township Board of Geneva township, Allen county, Kansas, and citizens, *Complainants,*

vs.

The Atchison, Topeka & Santa Fe Rld. Co., *Respondent.*

No. 1543.

The citizens and township officers of Geneva township, Allen county, Kansas, filed with the Board their complaint in words following:

We, the citizens of Geneva township, Allen county, Kansas, do hereby respectfully ask and demand a hearing in the following: The business of this township and justice to the taxpayers necessitates the compliance of the full tenor of our railroad contract and bonds, namely, that we be supplied with full telegraph facilities at our railroad station, which we have been deprived of for several years, and we ask that telelegraph instruments be given us and maintained.

On the same day the complaint was received a copy was forwarded General Manager Frey, of respondent road, to which answer was received December 8, 1896, as follows:

In reply to your letter of November 13, inclosing copy of petition to your honorable Board, signed by 100 citizens of Geneva township, Allen county, Kansas, asking that you obtain the "compliance of the full tenor of the railroad contract and bonds, viz., that we [Geneva township] be supplied with full telegraph facilities at our railroad station which we have been deprived of for several years, and we ask that telegraph instruments be given us and maintained."

In examining the bond proposition which the citizens rely upon as a contract with the C. K. & W. Rld. Co., I find that it only provides that said railroad company shall "erect and establish a railroad station, with facilities for shipping stock, at a point within 50 rods of the town site of the village of Geneva."

There is no provision whatever requiring the railroad eompany to establish a telegraph station at this point, and it does not find that one is necessitated to properly handle its business.

The telegraph earnings from this point would be very meager, and in no way compensate us for the outlay necessary to provide them. If the telegraph revenue to be obtained was equivalent to the cost, we would cheerfully incur the expense. We cannot secure a telegraph operator without an additional expense over the present salary to the agent of at least $20 per month.

The railroad company is fully complying with any agreement that may have been made in the voting of bonds by the above-named township.

Geneva is 7.7 miles west of Colony, from which point telegraph advice may be sent by train twice each day, and is only 3.8 miles from Neosho Falls, from which point telegraphic advices can be forwarded by train twice each day to Geneva, so that the citizens are not devoid of obtaining market advices or otherwise using telegraph facilities with reasonable promptness.

December 9, 1896, a copy of this answer, with the following letter, was forwarded complainants, to which no reply has been received:

I herewith inclose you copy of letter just received from J. J. Frey, general manager of the A. T. & S. F. Rly. Co., concerning your application for telegraph facilities at Geneva.

I am directed by the Board of Railroad Commissioners to say to you that as to the location of Geneva, its nearness to Colony and Neosho Falls, they have been fully advised, and find the statements of General Manager Frey to be correct.

As to the contract between the people of Geneva and the railroad company at the time of obtaining the right of way and construction of the road, the Board is not advised, but in the letter of General Manager Frey you will observe that they pretend to quote from the proposition and contract at that time made and entered into.

From a general knowledge of the affairs the Board is inclined to think that perhaps the statement of Mr. Frey is correct so far as they have had occasion to examine matters of this kind. They find in each proposition language very similar and not broader than that used by Mr. Frey in his letter.

The Board directs me to say further, that if the contract is as you claim, the enforcement of that contract would be a matter for the courts and would not come within the province of this Board. The Board is not clothed with power or authority to enforce contracts between individuals and railroad companies, but the power to enforce them or recover damages for failure to comply with them is reserved to the courts, the same as it was prior to the adoption of the law creating the Board. If, however, upon examination you find that the contract was different from that set forth by Mr. Frey, and was as you claim in your petition, and you will furnish the Board with a copy of it, the Board will be pleased to take the matter up with the railroad company and endeavor to aid you in securing full compliance on the part of the railroad company with the terms thereof. If, however, the contract is as set forth by Mr. Frey, the Board will have no authority, as above stated, and it would be useless to take the matter up further with the management of the road as they refuse to entertain your proposition.

Will you kindly advise the Board at as early a date as convenient whether Mr. Frey's statement of the contract is correct, and if not, and you desire them to proceed to an amicable adjustment of the matter, please provide them with a copy of the contract.

It is evident to the Board that the complainants have abandoned the case, and the same is hereby dismissed.

By Order of the Board.

Attest: B. F. Flenniken, *Secretary.*

CONSTRUCTION OF STATION HOUSE, ETC.

Topeka, January 22, 1897.

J. T. Bartlow, Trustee of Tisdale township, Cowley county, Kansas, *Complainant,*

vs.

The Missouri Pacific Rly. Co., *Respondent.*

No. 1532.

The petition in this case, signed by complainant and 72 citizens of Tisdale township, Cowley county, Kansas, was filed July 10, 1896, and asked the Board to order the putting in and maintenance of a depot and telegraph station at Tisdale, Kan.

A copy of the petition was forwarded to respondent, and an answer requested. On August 6 respondent answered, with a defense as follows:

Since the depot was burned at Tisdale station that point has not been without facilities for the transaction of business. A box car was set in at the depot, to be used for station purposes, and an agent was supplied, with a fixed monthly salary and an additional commission upon ticket sales. Although the car is not as ornamental a structure as the regulation depot would be, we have nevertheless been able to fully supply the wants of travelers and shippers at this station. It is our purpose to replace the burned building as soon as this can be done without detriment to other matters more urgently calling for expenditure of money by the company. This improvement at Tisdale would not, of itself, involve a large expenditure, but it is the one of a multitude of things which we would like to do, but which, at the present time of depressed commercial and financial conditions, resulting in low earnings of the company, we are required to postpone for a time. As soon as business conditions revive somewhat, and our earnings increase proportionately, we shall be glad to make this improvement at Tisdale, as well as expend money in many other directions, which we cannot do at the present time without neglecting more urgent demands upon the company elsewhere.

In regard to the demand for a telegraph agency at Tisdale, will say that an agency was maintained at Tisdale station up to January 28, 1895, when it was closed, on account of very meager receipts from telegraph business. Following is a showing of said receipts by months for the year 1894: January, $——; February, $2.60; March, 25 cents; April, $1.06; May, 75 cents; June, 68 cents; July, $1.44; August, $2.20; September, $1.35; October, ——; November, ——; December, ——; total, $10.33.

To establish a telegraph agency would increase the expense at Tisdale at least $20 per month, and I am confident that upon this showing the Board will not feel justified in making an order for telegraph service at this point.

I trust that in view of the circumstances above stated the Board will use its kind offices to allay any feeling which may exist at Tisdale and vicinity that the interests of that community are not being duly considered by our company.

On October 8 the answer of the respondent was made known to complainant, with a statement on the part of the Board to the effect that, if the facts were as alleged by respondent, the Board would not

make the order requested. The complainants were asked to controvert the answer of respondent, but although more than three months have passed since the last communication of the Board to complainant no answer has been received, and with the view that the silence of complainant is a practical admission of the truth of the answer of respondent, and that therefore the needs of the petitioners are not such as to justify an order putting the expense of the erection of a depot building upon respondent, the petition is hereby denied and the case dismissed. BY ORDER OF THE BOARD.

Attest: B. F. FLENNIKEN, *Secretary.*

PETITION FOR STREET CROSSING.

Topeka, January 23, 1897.

W. P. Rothrock, E. W. Roby, and J. W. Clark, *Petitioners,*

vs.

The St. Louis & San Francisco Rly. Co., *Respondent.*

The petition asked that the Board order respondent to put in and maintain a crossing over the line of the Kansas City & Southwestern Rly. Co. where the said line intersects Church street, in the unincorporated town of Floral, in Cowley county, Kansas.

A copy of the complaint or petition was forwarded to the respondent company and an answer requested.

The verified auswer made by respondent's attorney shows that prior to the filing of this complaint proceedings had been instituted by petitioners or by other parties interested, before the board of county commissioners of Cowley county, Kansas, for the purpose of obtaining the relief sought in this proceeding; that under said proceedings viewers were appointed by the board of county commissioners, two of whom reported adversely to the proposed crossing; that pursuant to the report of the viewers the case was set down for hearing before the said county commissioners on January 6, 1897; that on that day petitioners and respondent went before the said board of county commissioners and presented the matter fully; that on said day a remonstrance was presented to the said board of county commissioners "requesting that the said crossing be not opened, for the reason that it was not needed and that there were crossings sufficient to meet the demands of the public;" that at said hearing the matter was not determined, but was by the board continued until the regular meeting of said board to occur in February, 1897, and that the proceedings before said board of county commissioners are therefore still pending and undetermined, and that the proceedings

before this board are prematurely brought, and it is claimed that this board is without jurisdiction, inasmuch as the matter is pending and undetermined before said board of county commissioners, the tribunal before which matters of this nature are properly brought.

The position of the defendant is well taken. This Board is not the proper tribunal from which to obtain the relief sought. The action could be nothing more than advisory, and, as respondent elects to maintain its rights before the tribunal having the legal authority to adjudicate in the premises, it is evident that any advisory action by this Board would be of no avail and useless. The case is therefore dismissed. BY ORDER OF THE BOARD.

Attest: B. F. FLENNIKEN, *Secretary.*

ERECTION OF DEPOT BUILDING AND FURNISHING OF INCREASED STATION FACILITIES.

Topeka, January 23, 1897.

Mayor and Council of the City of Winfield, Kan., *Complainants,*

vs.

The A. T. & S. F. Rly. Co., *Respondent.*

The complaint in this case, brought by Joseph O'Hare, city attorney of Winfield, Kan., for and on behalf of the mayor and council of that city, was based upon the needs of the city for increased station facilities. The complaint was filed December 18, 1895, and was at once brought by the Board to the attention of the respondent.

The position assumed by the respondent with regard to the question is indicated by the following quotation from its answer to the complaint made by its general manager, Mr. J. J. Frey:

In reply will say, that we have many times during the last four or five years considered the question of better depot facilities for Winfield. It is desirable in many ways to establish a depot at a more central location, and one that would be used jointly by the St. Louis & San Francisco railway and the different lines of the Atchison, Topeka & Santa Fe system, but the Santa Fe road is unfortunately tied up in a contract by which the Cowley, Sumner & Fort Smith Rld. Co. (to whose rights the Atchison, Topeka & Santa Fe succeeded) agreed to build and forever maintain a depot at the present location in section 28, and its failure to do so would result in the reversion to original owners, or their heirs, of the right of way and depot grounds which now passes through that section, and all efforts heretofore to settle with the owners of the land for the cancellation of these provisions have proved ineffectual.

It is not desirable from our standpoint to make any considerable expenditure, r increase the facilities of the present location, but I will say that the owners of the land on which the present depot is located are citizens of Winfield, and subject to the influence of the people of that city. It, therefore, lies within the

power of the people of Winfield, who have called upon us for improved facilities, to relieve us of the obligation of this old contract, and furnish us a location for a central and union depot, and I believe our company will be prompt in responding with a reasonable appropriation for a new depot, if a satisfactory location is offered to us free of cost (provided we have not now such suitable grounds), and also necessary right of way to and from the same, coupled with a release from the obligations of the old contract above referred to.

Believing, from the answer of the respondent's general manager that the interests of both complainant and respondent would be best advanced and promoted by an amicable adjustment of the question of difference, the Board undertook to bring about such an adjustment, but having failed to do so, determined upon an investigation for the purpose of making such order in the premises as the facts which might be developed should seem to justify; and accordingly named Wednesday, February 12, 1896, at 10 o'clock A. M., as the time when a hearing would be had at Winfield. Both parties were duly notified, and were represented before the full Board at the time and place named, and the hearing was proceeded with.

At the hearing it was developed that the people of Winfield preferred a union depot, and it became necessary to defer further proceedings until the determination of the foreclosure proceedings then pending against the St. Louis & San Francisco Rly. Co., as it was desired to have, if possible, that company, or the company which might succeed to its property, in connection with the respondent and the Missouri Pacific Rly. Co., to unite in the construction of a union depot. After the St. Louis & San Francisco proceedings were terminated, and its property had passed into the hands of another company, an effort was made to unite the companies in the project, but it failed; and then further efforts were made by the Board to bring about an amicable adjustment between the parties to this proceeding with the result that, on October 31, 1896, the Board received a letter from Mr. J. J. Frey, general manager of respondent company, to the following effect:

Referring to the past correspondence regarding depot matters at Winfield, Kan., I take pleasure in advising you that arrangements have been made which are acceptable to the citizens of Winfield, and as an evidence of the same I enclose herewith copy of resolution of the city council, with copy of City Attorney O'Hare's letter to me under date of October 20.

The letter of the city attorney referred to in the foregoing communication is as follows:

Herewith please find copy of resolution adopted by the city council of this city regarding depots at this city.

This action on the part of the council was taken after a consultation had with yourself on yesterday by some of the members of the council and other citizens of the city.

There seems to be no disposition on the part of the council to enter into details as to the character of such depots you may erect, so that they are ample, and they think they ought to be of stone for various reasons.

The following is a copy of the resolution adopted by the mayor and city council:

Resolved, That it is the sense of the city council of this city that the best interests of said city will be subserved by the erection of two depots, on the part of the Atchison, Topeka & Santa Fe Rly. Co., at the site of the present depots of said company in this city, and that they be constructed of stone of such size and architecture as will amply accommodate the traveling public and the railroad business of this city. Such depots to be provided with modern conveniences for patrons.

Also, on November 3, 1896, the Board received a letter from Mr. Mr. O'Hare, attorney for complainants, reading in part as follows:

Mr. Frey has agreed with us to build a new depot on the southern division and improve the depot of the S. K. division, which, when done, I assume will be satisfactory. We have not seen the plans yet and do not know what is contemplated. The council has not authorized me to dismiss the case pending before the Board yet, but will wait a while, until work is commenced at least.

On November 28 again Mr. O'Hare wrote further, as follows:

Regarding the depot at Winfield, will say that the city council desire that the case pending before you in regard thereto shall maintain its status for the present. Nothing has been done here yet, although the companies say they are going to make the necessary improvements soon.

The board has, since the receipt of these letters consulted further with the officers of the respondent company, and has become satisfied respondent is in good faith arranging to make the needed improvements at complainant's city, as agreed upon by the parties hereto; therefore further proceedings herein are, in the opinion of the Board, unnecessary; and it is hereby ordered that the case be and the same is hereby closed and is dismissed from further proceedings.

By Order of the Board.

Attest: B. F. Flenniken, Secretary.

DEPOT FACILITIES AT CALVERT.

Jasper A. Miller, Trustee, *Complainant,*

vs.

Chicago, Rock Island & Pacific Rly. Co., *Respondent.*

No. 1549.

In this case, on the complaint of Jasper A. Miller, trustee of Emmett township, Norton county, Kansas, filed February 2, 1897, the following proceedings were had:

OFFICE OF BOARD OF RAILROAD COMMISSIONERS,
STATE OF KANSAS.

TOPEKA, February 2, 1897.

Mr. Jasper A. Miller, Calvert, Kan.:

DEAR SIR—Your complaint against the Rock Island railroad, asking that this Board compel said road to furnish station agent at Calvert, this day received, docketed, and numbered case No. 1549. The respondent railroad has been notified of the complaint and a copy of the same forwarded. You will be notified in due time of further proceedings of the Board. R. W. TURNER,
Secretary.

Mr. M. A. Low, Gen. Atty.,
C. R. I. & P. Rly. Co., Topeka, Kan.:

DEAR SIR—Inclosed find copy of complaint of Jasper A. Miller, trustee of Emmett township, Norton county, Kansas, asking this Board to require your road to furnish station agent at Calvert, Kan. By order of the Board, the case has been docketed and numbered 1549. R. W. TURNER, *Secretary.*

TOPEKA, KAN., February 4, 1897.

R. W. Turner, Esq., Secy. Board of Rld. Com., City:

DEAR SIR—I have yours of the 2d inst., inclosing copy of complaint made by Jasper A. Miller, of Calvert, Kan., asking that this company be required to furnish a station agent at that point. The station will be opened.

Yours truly, M. A. LOW.

Mr. Jasper A. Miller, Calvert, Kan.: FEBRUARY 5, 1897.

DEAR SIR—I have the honor of inclosing you a letter received from Mr. M. A. Low, general attorney for the Chicago, Rock Island & Pacific Railway Company, answering a letter addressed to him by this Commission regarding your complaint. The copy inclosed is self-explanatory, and you will see by it that the station will be opened. Yours very truly, R. W. TURNER, *Secretary.*

Station opened, and proceedings closed.

STREET CROSSINGS.

Mayor and Council of the City of Clay Center, *Complainant,*

vs.

S. H. H. Clark, Oliver W. Mink, E. Ellery Anderson, John W. Doane, and F. R. Coudert, Receivers Union Pacific Rly. Co., *Respondent.*

No. 1550.

In answer to this complaint, filed February 12, 1897, the following communication was received by the Board:

KANSAS CITY, MO., February 13, 1897.

R. W. Turner, Secy. Board of Rld. Com., Topeka, Kan.:

DEAR SIR—This is to acknowledge receipt of your letter of the 12th inst., inclosing copy of complaint made by the mayor and council of the city of Clay Center. I will have this matter looked after immediately, and will do whatever should be done in the matter. Yours truly,

J. O. BRINKERHOFF, *Gen. Supt. U. P. System.*

Case closed; no further proceedings being urged by complainants.

STATION FACILITIES AT ALBION.

John Hutchinson, Trustee of Odell township, Harper county, Kan., *Complainant,*

vs.

Atchison, Topeka & Santa Fe Rly. Co., *Respondent.*

No. 1551.

Complaint relative to station facilities at Albion, Harper county, Kan., filed February 23, 1897. Copy of complaint sent to respondent company March 17, 1897. On April 23, the following notice was received by this commission:

ATCHISON, TOPEKA & SANTA FE RLY. CO.
OFFICE OF GENERAL MANAGER.

TOPEKA, KAN., April 22, 1897.

R. W. Turner, Secy. Board of Rld. Com., Topeka, Kan.:

DEAR SIR—Referring to your letter of March 17, inclosing complaint from John W. Hutchinson, trustee of Odell township, with reference to closing the Albion station, I take pleasure in now advising you that, after looking into the situation carefully, I have authorized the reopening of the Albion station, which will be done within a few days, and under conditions which, I think, will be much more favorable than those that have heretofore existed. We contemplate putting in a telephone line between Albion and Argonia, that will, no doubt, be of considerable service to the people of Albion. Yours truly,

J. J. FREY, *General Manager.*

TRAIN SERVICE.

D. A. Hook, Mayor of the City of Leavenworth, *Complainant,*
vs.
Kansas Central Rld. Co., *Respondent.*

No. 1552.

Copy of complaint sent to respondent company February 23, 1897. March, respondent company replied, asking for time until after sale of said road under decree of court.

Case still pending.

SWITCH FACILITIES.

J. W. Hare, Trustee Drywood township, Bourbon county, Kansas, *Complainant,*
vs.
Missouri Pacific Rly. Co., *Respondent.*

No. 1553.

Complaint filed March 30, 1897. Same date copy sent to respondent railway company. Respondent replied April 21, pleading same application had been previously considered by a former Board, and by them rejected; and assumed that the case would be dismissed by this Board. Receipt of reply acknowledged April 23, and respondent railway company asked to show cause why petition should not be granted. May 25 respondent railway company responded, stating, in substance, that there was no public demand or necessity for a switch at this point. May 25 copy of respondent's reply sent to complainant. August 22 complainant asked for a formal hearing. Board notified complainant that hearing would be had August 30. And thereafter, upon August 30, complainant and respondent appeared and gave evidence, the case was submitted to the Board for determination; and upon August 31 the following decision was rendered:

The complaint was for the purpose of obtaining an order to require respondent to construct a switch at a point on the Fort Scott & Kansas Southern railroad, a branch of respondent's line, at a point in Bourbon county, Kansas, where the said railroad is intersected by the line between sections 18 and 19, township 27.

After visiting the grounds and giving careful consideration to the questions raised, the Board concludes that, by reason of the proximity of numerous stations on the lines of respondent and other companies, the people in the vicinity of the proposed location are reasonably well

supplied with station facilities, and that the respondent cannot be justly required at this time to go to the expense of constructing the switch as prayed for.

We find that the location for the proposed switch is situated about two miles north of Drywood and about five miles south of Godfrey station, on the Missouri Pacific railway, and about six miles east of a station and six miles west of a station on the Fort Scott & Memphis railway, leaving an area of not to exceed three miles square tributary to the proposed switch. Not only that, but the Fort Scott & Memphis, running to Kansas City, would undoubtedly carry all the live stock within this three miles square, as well as all the grain, so that the only possible use for a switch at this point would be for the purpose of shipping coal from mines as yet undeveloped; and as there is coal all along this central branch, there can be no good reason for establishing a switch at this point that might not apply with the same force at several other points along the line. In fact, a majority of the citizens seem to favor a point about three miles south of Godfrey; but as the necessity of establishing a switch for the purpose of shipping coal at either point is not as yet apparent to the Board, the application is denied and the case dismissed.

BY ORDER OF THE BOARD.

Attest: R. W. TURNER, *Secretary.*

STATION FACILITIES AT PARADISE, KAN.

Citizens of Paradise, *Complainants,*

vs.

Union Pacific Rly. Co., *Respondent.*

No. 1554.

Complaint filed March 30, 1897. Respondent notified March 30, and acknowledged receipt of copy of complaint March 31. On April 30 respondent replied, pleading that business performed at Paradise would not justify the expense of keeping agent at said place. Copy of respondent's reply sent to complainant. July 14 complainant denied allegations in respondent's reply. July 26 Board fixed August 10 for formal hearing, at Paradise. July 27 respondent notified Board that on the 1st day of August it will place an agent at Paradise and reopen station. Case closed.

SHORTAGE IN GRAIN SHIPMENTS.

J. A. Roth, Caney, Kan., *Complainant,*

vs.

Missouri Pacific Rly. Co., *Respondent.*

No. 1555.

Complaint filed April 6, 1897. Still pending.

OVERCHARGE.

J. A. Hood, *Complainant,*

vs.

Atchison, Topeka & Santa Fe Rly. Co., *Respondent.*

No. 1556.

Complaint filed April 6, 1897, and, after reply by respondent, complainant was notified on May 28 that, according to facts admitted by complainant, respondent acted within the law, and the case was dismissed.

TELEGRAPH SERVICE AT TIMKEN.

J. H. Pirvonka, Trustee of Banner township, *Complainant,*

vs.

Atchison, Topeka & Santa Fe Rly. Co., *Respondent.*

No. 1558.

Complaint filed April 23, 1897, praying that respondent railroad company be compelled to keep a telegraph operator at its depot at Timken, Kan. Copy of complaint sent respondent railway company April 23. May 25 respondent replied in full, denying that its agent at Timken is incompetent, but alleges that it will, for a period of 60 days, employ a telegraph operator at said point, reserving the right to relieve said operator after crop has been moved. Copy of respondent's reply sent complainant May 26. June 3 complainant replied asking that telegraph operator be permanently located at Timken. On same date Board acknowledged receipt of complainant's request, and notified him that at the expiration of the 60 days' trial, if operator is removed, he can revive his case by notifying the Board of such fact, and a copy of complainant's letter was sent to respondent. No further complaint has been filed with the Board.

STATION FACILITIES AT CARLYLE.

H. Longshore *et al.*, *Complainants*,

vs.

Atchison, Topeka & Santa Fe Rly. Co., *Respondent.*

No. 1557.

Complaint filed April 6, 1897. Respondent notified April 6. April 15 respondent replied by advising Commission that it would establish an agency at Carlyle for a period of six months, to demonstrate whether the patronage at said point would justisy its continuance after that time. Case still pending.

STOCK AND GRAIN SCALES AT SHERDAHL.

August 12, 1897.

L. Rasmissen *et al.*, *Complainants*,

vs.

Missouri Pacific Rly. Co., *Respondent.*

No. 1559.

Complaint was filed May 3, 1897, praying that respondent company be required to put in stock and grain scales at the station at Sherdahl, on respondent's road, in Republic county, Kansas. Parties notified that formal hearing would be had on complaint at Sherdahl on August 10; on which date complainant and respondent appeared and gave evidence. August 12 the following recommendation was made:

As per hearing and investigation held on the 10th inst., this Commission finds that Sherdahl station is equidistant between Scandia and Republic City, being, by wagon road, about 5½ miles from each place. That the wagon road leading to Scandia (the place to which most of the product of the neighborhood of Sherdahl is taken for shipment) is a hilly and sandy road, difficult to travel. That in the neighborhood of Sherdahl station the people are engaged in stock-raising and farming; and in crop years, in addition to the stock that should be carried from that station, ship annually upwards of 100 cars of grain. That at about the time of the building of the Prosser branch a proposition was made to the neighborhood of Sherdahl by the officers of the road, to the effect that the road would put in switches at that point, build stock-yards, and equip them with stock scales, provided the farmers of the neighborhood would do the grading for the switch and put in a well and pump for the use of the said yards. This contract was carried out by both parties.

It developed further, that about half of the land covered by the stock-yards and all of the land on which the scales were placed was the property in fee simple of Arthur Vandeveer, a stock-raiser and farmer adjoining Sherdahl station. In May or June, 1892, the railroad company purchased of Vandeveer said land, together with a few additional acres; and a part of the consideration of the sale by Vandeveer of the lands mentioned was that the stock-yards and the stock scales then in use at Sherdahl station should be maintained by the road.

The Commission further finds, that the leading farmers and stock-raisers in the neighborhood of Sherdahl are very desirous of using said station as a shipping point, and at the same time very adverse to doing so unless there are scales upon which they can weigh their stock before shipping.

Some feeling — in fact, a great deal — has developed against the road on account of the removal of the scales, which had always been used by the patrons of Sherdahl station to a very considerable extent, excepting during the years of crop failure. The result of the feeling mentioned is, that the produce of that community for a radius of five or six miles around said station is taken to Scandia for shipment; and all of the stock of that neighborhood, which the Commission finds to approximate from 15 to 20 cars per annum, is sent over the Rock Island to market; while the territory where the stock is raised is peculiarly the territory of Sherdahl station. Three men testified at the hearing that they themselves will ship within the next year not less than 15 cars of stock, and that there will be raised in the neighborhood from 12 to 15 car-loads more, and that they are all desirous of using Sherdahl station as the point from which to ship their stock, but that they cannot do so unless scales are established.

It is therefore the opinion of this Commission that it is largely to the interests of the road, and a convenience to the patrons of Sherdahl station, that stock and grain scales be reëstablished at said point, such action giving the railroad facilities which will be influential in retaining the patronage of its own territory, and at the same time returning to the patrons of the road the conveniences which were promised them when the switch was graded, and which was reaffirmed by the sale of the Vandeveer land to the company.

It is therefore recommended that stock and grain scales be reëstablished at Sherdahl station at the earliest convenience of the road.

By Order of the Board.

Attest: R. W. Turner, *Secretary.*

[The above recommendation being complied with by the respondent company, the case was closed.]

STOCK-YARDS FACILITIES AT HALL'S SUMMIT.

G. C. McFadden *et al.*, *Complainants*,

vs.

Atchison, Topeka & Santa Fe Rly. Co., *Respondent.*

No. 1560.

Complaint filed May 5, 1897, alleging that stock-yards at Hall's Summit, Coffey county, Kansas, were insufficient, and praying that they be replaced by new ones. Respondent notified May 5, and on May 27 respondent replied, stating that it would rebuild stock-yards on a new location, and complete the work by July 1, 1897. July 14 complainant advises the Board that respondent has constructed yards, and that they are satisfactory. The case was therefore closed.

STATION FACILITIES AT BENTLEY, KAN.

H. J. Oldfather *et al.*, *Complainants.*

vs.

Kansas Midland Rly. Co. (operated by St. Louis & San Francisco Rly. Co.), *Respondent.*

No. 1561.

Complaint filed May 11, 1897, alleging that on April 21 the telegraph instruments were removed from respondent's depot at the town of Bentley, in Eagle township, Sedgwick county, Kansas, and praying that respondent railway company be required to restore telegraph services at said town. On same date respondent railroad company was notified of complaint, and on June 1 respondent railroad company notified this Commission that an operator had again been placed at Bentley. Case closed.

TRAIN SERVICE AT BASEHOR, KAN.

Johnson Drug Company, of Basehor, *Complainant*,

vs.

Kansas City Northwestern Rly. Co. (operated by the Missouri Pacific Rly. Co.), *Respondent.*

No. 1562.

Complaint filed May 12, 1897, alleging that train service on respondent company's road between Leavenworth and Basehor is grossly insufficient to meet the business demands. On same day

copy of complaint was sent to respondent road. June 19 respondent road replied, and alleged that complaint was unwarranted, unfounded, and inspired through spite. June 26 complainant denied allegations of respondent's reply.

No further prosecution made or had by either party. Case still pending.

DISCRIMINATION IN SALT RATES.

O. Fagerberg & Bros., Olsburg, Kan., *Complainants,*

vs.

Union Pacific Rly. Co., *Respondent.*

No. 1563.

Complaint filed June 1, 1897, alleging that complainants are discriminated against in rates charged on salt from Hutchinson and other points by the respondent. On same date respondent notified and copy of complaint sent. On July 14 respondent company replied, making a rate on salt from Hutchinson and other points to Olsburg of 13 cents per hundred pounds, removing the alleged discrimination. July 16 complainants notified the Board that the relief prayed for has been granted, and the case may be dismissed. Case closed.

EXCESSIVE RATES.

J. E. Fitzgerald, Jamestown, Kan., *Complainant,*

vs.

Missouri Pacific Rly. Co., *Respondent.*

No. 1564.

Complaint filed June 11, 1897, alleging that rates on hay from Jamestown to Concordia, charged by respondent company, are excessive, and that respondent company refuses to furnish proper cars for the transportation of hay. Respondent company was notified and a copy of complaint forwarded it. June 18 respondent company acknowledged receipt of complaint and notified the Board that immediate attention would be given thereto. June 22 complainant notified the Board that respondent company had satisfactorily adjusted his grievances, and that he desired to withdraw his complaint.

Case dismissed.

DISCRIMINATION IN RATES.

Fort Scott Grocer Company, *Complainant,*

vs.

Kansas City, Fort Scott & Memphis Rld. Co., *Respondent.*

No. 1565.

Complaint filed June 24, 1897, alleging that respondent company is discriminating against complainant in the matter of freight rates on syrup from Davenport Iowa, to Fort Scott, Kan., and asks this Board to take the matter up with the Interstate Commerce Commission for adjustment. Receipt of complaint was acknowledged June 24, and on said date a copy of the same was sent to the Interstate Commerce Commission, and their intervention in the premises requested, this Board holding that the facts stated in the complaint place it beyond its jurisdiction. Case dismissed.

EXCESSIVE FREIGHT RATES.

E. M. Black, Trustee Atlanta township, Rice county, Kansas, *Complainant,*

vs.

Atchison, Topeka & Santa Fe Rly. Co., *Respondent.*

No. 1566.

Complaint filed June 10, 1897, in words and figures as follows:

To the Honorable Board of Railroad Commissioners of the State of Kansas: The undersigned, township trustee of the township of Atlanta, in the county of Rice, in the state of Kansas, respectfully represents and shows to your honorable Board as follows, to wit:

First. That he is the duly elected, qualified and acting trustee of the said township of Atlanta, and that the said township surrounds the city of Lyons in said county, and is also contiguous to the townships of Mitchell and Lincoln in said county. That there is located and in operation through said township of Atlanta a line of railroad owned and operated by the Atchison, Topeka & Santa Fe Rly. Co. That the said line of railway extends through said townships of Mitchell, Lincoln, and Atlanta, and through the corporate limits of the city of Lyons. That in the said township of Mitchell are a station and depot on said line of railway known as Mitchell, and at the city of Lyons a station and depot on said road known as Lyons, and in said Lincoln township a station and depot on said road known as Chase. That said stations are the stations on the Atchison, Topeka & Santa Fe Rld. used by the inhabitants of said township of Atlanta for the purpose of transporting freights over said Atchison, Topeka & Santa Fe Rld., operated by the said Atchison, Topeka & Santa Fe Rly. Co. That the said township of Atlanta is an agricultural township, well settled and improved, and

produces annually large quantities of wheat, corn, oats, and agricultural products. That the inhabitants thereof annually use large quantities of lumber, coal, agricultural implements, groceries, dry-goods, wagons, and all articles of freight of each and every classification classified by said railway company. That all of said articles raised in said township, and shipped from or into, or consumed and used therein, are mainly shipped over the road of the Atchison, Topeka & Santa Fe Rly. Co. That said articles are shipped to and from all points in the state of Kansas on said Atchison, Topeka & Santa Fe Rld. to said stations of Chase, Lyons, and Mitchell; and that by reason thereof the inhabitants of said township of Atlanta, through which said road runs, are interested in the rates charged for the transportation of freight over the line of the said Atchison, Topeka & Santa Fe Rld. from all points in Kansas to said stations, and from said stations to all points in Kansas.

Second. That the charges made by the said railway company for the transportation of wheat, corn, oats, and all kinds of grain, all farm implements and machinery, and all classes and kinds of freight shipped over its said road from each and every point in the state of Kansas to said several stations, and from said stations to all other points in Kansas on said road, are unreasonable; and the rates charged for freight from said stations of Lyons, Mitchell and Chase to all points in the state of Kansas on said Atchison, Topeka & Santa Fe railroad, and from all points on said Atchison, Topeka & Santa Fe railroad in the state of Kansas to said stations, are unreasonable, unjust, and extortionate. That the said rates charged as aforesaid for the transportation of grain, agricultural implements, lumber, coal and all classes of freight by the said railway company from said points to all other points named to all other points on said railroad in Kansas, and from all other points in Kansas on said railroad to said stations, are unjust, unreasonable, and extortionate. For a specific and detailed statement of the schedule of rates now in force by said railway company, reference is made to attached schedule of rates now enforced by said railway company and charged by it, as shown by such schedule hereto attached, marked exhibit "A," and made a part hereof. This complaint is made and directed against said charges and the classification therein formulated and established, and to each and every item of such charges, and to each and every classification of such freight; and the same is charged to be uureasonable, unjust, and extortionate.

Third. That the period of the year when the transportation of grain especially from said stations has arrived, when large quantities of wheat and other commodities will be shipped over said road, and that an immediate examination of the condition of said charges by your honorable body is required in the interests of all shippers over said road from or to said stations, and is demanded in the interests of said inhabitants of said township of Atlanta and the shippers over said railroad.

Wherefore, this complainant, as trustee of the said township of Atlanta, respectfully prays the consideration of this honorable Board that it may make a full and complete investigation of the charges made for the transportation of freight of each and every kind by said railway company, from points on its road in Kansas to said stations, and from said stations to all points in Kansas on said road, and that it make a full, fair and complete investigation of all charges made by said railway company for the transportation of freight over its road in Kansas, under and by virtue of the powers vested in said Board by section 1341 of the General Statutes of 1889 of the state of Kansas, and that the said Board make an order reducing the said charges to such sum and amount, and arrange the classification of such freight in such manner, as shall be reasonable, fair and just

to the shippers over said road to and from said points, and direct that the said company shall adopt and accept the same as provided by the laws of the state of Kansas; and that your honorable body may take such further steps in the premises as may be just and legal and proper to secure the enforcement of just, reasonable and fair rates over said road.

E. M. BLACK,
Trustee of Atlanta township,
Rice county, Kansas.

JULY 8, 1897.

July 10 receipt of complaint asknowledged and copy sent to respondent company. July 12 respondent company acknowledged receipt of complaint, and stated that it had been referred to the third vice-president, Mr. Paul Morton, for attention. Upon the same day Mr. A. A. Hurd, general attorney of respondent road, asked that the time for hearing the above cause be postponed until August 15, 1897, By agreement of parties, time of hearing was fixed for August 17, at Lyons, Kan. August 11 complainant filed precipe .for subpena *duces tecum*, which was issued, in words and figures as follows:

STATE OF KANSAS,
BOARD OF RAILROAD COMMISSIONERS, } ss. *Subpena duces tecum.*

The State of Kansas to *J. J. Frey*, General Manager Atchison, Topeka & Santa Fe Rly. Co.; *Station Agent* of the Atchison, Topeka & Santa Fe Rly. Co. at Mitchell, Rice County, Kansas; *Station Agent* Atchison, Topeka & Santa Fe Rly. Co. at Lyons, Rice County, Kansas; *Station Agent* Atchison, Topeka & Santa Fe Rly. Co. at Chase, Rice County, Kansas; *Station Agent* Atchison, Topeka & Santa Fe Rly. Co. at Little River, Rice County, Kansas; *Chief Engineer* Atchison, Topeka & Santa Fe Rly. Co. resident in State of Kansas, *Greeting:*

You, and each of you, are hereby commanded to be and appear in your own proper person before the Board of Railroad Commissioners of the state of Kansas, sitting at the court-house in the city of Lyons, in the county of Rice and state of Kansas, on the 17th day of August, A. D. 1897, at the hour of 10 o'clock A. M. of said day, and to bring with you all records in your possession and under your control showing, or tending to show, the amount of freight and passenger receipts at each of the above-mentioned stations from August 15, 1895, to August 15, 1897; and also showing, or tending to show, the amount charged for freight shipped during said time from each of said stations, which was not paid at said station, but collected at destination; and showing all of the freight business of said stations; also, contracts for carrying mails and express, and records of receipts by reason thereof; also, all records of said Atchison, Topeka & Santa Fe Rly. Co., and contracts for the construction of the Marion & McPherson branch of the Atchison, Topeka & Santa Fe Rly. through Rice county, Kansas, and all records and contracts in reference to such construction; and, also, its latest and present contract for the purchase of ties, rails, and materials, and its estimates for the cost of construction of said road, made by its engineer at the time of its construction, and all records, contracts and documents bearing upon the cost of construction of said Marion & McPherson line, and showing the amount of aid received in its construction in Rice county, Kansas; and all records and documents in the possession of each or either of you showing, or tending to show, what said road could now be constructed for; and there to testify in a certain proceeding now pending before said Board, wherein E. M. Black, trustee of

Atlanta township, Rice county, Kansas, is complainant, and the Atchison, Topeka & Santa Fe Rly. Co. is respondent, on behalf of said complainant. And this you do under penalty of law.

Witness my hand and seal of the Board of Railroad Commissioners fixed thereto, at my office in the city of Topeka, this 13th day of August, A. D. 1897.

[SEAL.] L. D. LEWELLING, *Railroad Commissioner.*

Attest: R. W. TURNER, *Secretary.*

August 13 subpena was served on respondent company by sheriff of Shawnee county, and thereafter, on August 17, this cause came on to be heard before the Board, sitting in Lyons, Rice county, Kansas, the plaintiff, E. M. Black, trustee of Atlanta township, appearing in person and by his attorney, Mr. Sam. Jones, and the respondent, the Atchison, Topeka & Santa Fé Rly. Co., appearing by its vice-president, Mr. Paul Morton, its general solicitor, Mr. E. D. Kenna, and its general attorney, Mr. A. A. Hurd. And thereupon the following proceedings were had: The complainant introduced his evidence, and, while engaged in the examination of his witnesses, complainant and respondent, at the hour of 11 o'clock A. M., moved that the hearing of said case be adjourned until 1 o'clock P. M., which motion was granted. At 1 o'clock P. M. Commission convened, all the members of the Board being present; and thereupon complainant and respondent stated to the Commission that a satisfactory adjustment of the matters complained of had been agreed upon between them, which agreement is as follows:

Before the Board of Railroad Commissioners of the State of Kansas.

E. M. BLACK, Trustee of Atlanta township, Rice county, Kansas, *Complainant,* *vs.* THE ATCHISON, TOPEKA & SANTA FE RLY. CO., *Respondent.*	No. 1566.

Now, on this 17th day of August, A. D. 1897, this cause coming on to be heard before the above-entitled Board, sitting in Lyons, Rice county, Kansas, the complainant, E. M. Black, trustee of Atlanta township, Rice county, state of Kansas, appeared in person and by counsel, and the respondent, the Atchison, Topeka & Santa Fe Rly. Co., appeared by its vice-president, Paul Morton, E. D. Kenna, its general solicitor, and its general attorney, A. A. Hurd; and thereupon the following proceedings were had:

The complainant introduced his evidence, and while engaged in the examination of his witnesses complainant and respondent, at the hour of 11 o'clock A. M., moved that the hearing of said complaint be adjourned until 1 o'clock P. M., which motion was granted; and thereupon the Commission adjourned until 1 o'clock P. M.

At 1 o'clock P. M. the Commission convened at the place hereinbefore stated. Present: Commissioners W. P. Dillard, W. M. Campbell, and L. D. Lewelling. And thereupon complainant and respondent appeared as hereinbefore stated, and the following proceedings were had:

By Mr. Jones, counsel for complainant: "I think we have practically adjusted this matter."

By Mr. Morton: "The evidence here this morning showed us quite clearly that some inequalities in our rates exist; inequalities which we should have been very glad indeed to have corrected had our attention been called to them, without occupying any of the valuable time of the Commission. Mr. Jones and ourselves got together during the recess and we practically agreed on the following rates: Agricultural implements, in car-load lots, from Chicago, St. Louis, and Missouri river points, reduced 5 cents to Lyons, Mitchell, and Chase. Rates on grain, car-loads, Lyons, Chase, and Mitchell, reduced to Chicago, Galveston, and Missouri river points, 1 cent per hundred pounds. Rates on coal to Chase: We agree from all mining points to Chase that the rates shall be so adjusted on soft coal as to make them substantially the same as at Lyons."

By Mr. Jones: "I will say to the Board that this is satisfactory to Mr. Black."

By the Chairman: "Is Mr. Black present? Will Mr. Black stand up and state if that is satisfactory to him?"

By Mr. Black: "I presume, under the circumstances, it is the best we can do."

By Mr. Jones: "This is to go into effect within 10 days from to-day." [Subsequently it was agreed by Mr. Morton and Mr. Jones that the rate should go into effect September 1.]

By the Chairman: "The case will then be dismissed, subject to reinstatement if the rate is not put into effect by September 1, as agreed upon."

Attest: R. W. TURNER, *Secretary.* BY ORDER OF THE BOARD.

STATION FACILITIES AT CEDAR JUNCTION.

J. L. Coker *et al.*, *Complainants*,

vs.

Atchison, Topeka & Santa Fe Rly. Co., *Respondent.*

No. 1567.

Complaint was filed June 10, 1897, praying that this Board would cause respondent railway company to establish and maintain telegraph and freight facilities at Cedar Junction, Kan. July 13 respondent company was notified, and a copy of complaint forwarded. August 3 respondent company filed reply, alleging that it had arranged to put in a telephone line between Cedar Junction and De Soto, which, it alleged, would fully meet all the necessities of the case. August 4 copy of respondent's answer was sent to complainants. August 6 complainants notified the Board that arrangement for a telephone would not meet the necessities, and asked for a hearing. August 27 was fixed by the Commission as the date for a formal hearing. Complainants and respondent notified. August 27 complainants asked that the time of hearing be extended. The continuance was granted by the Board and the cause is still pending.

COAL RATES.

Mayor and Council of Yates Center, *Complainants,*

vs.

Missouri Pacific Rly. Co., *Respondent.*

No. 1568.

Complaint was filed July 24, 1897, alleging discrimination by respondent against complainants in the matter of coal rates, in that it hauls coal from Pittsburg, Kan., to Kansas City, Kan., a distance of 144 miles, for 70 cents per ton, while it charges $1 per ton for hauling similar coal from Englevale to Yates Center, a distance of 79 miles. On the same date a copy of complaint was sent respondent company, and receipt of same acknowledged July 27, and Commission notified that respondent had referred complaint to Mr. C. G. Warner, third vice-president. July 29 respondent answered, alleging that the rate from Pittsburg to Kansas City was not made by its company, and that the rate from Englevale to Yates Center was not excessive, and should remain unchanged. August 3 complainants asked that hearing be held on the 23d of August, at Yates Center. Said date fixed, and respondent notified. August 19 respondent agreed to make an 80-cent rate per ton from Englevale to Yates Center, if complaint was withdrawn. August 20 complainants refused said proposition, and, thereafter, on August 23, the cause came on for hearing before the Board at Yates Center, Kan.; complainants and respondent each appearing by counsel and submitting testimony. And on that day the chairman of the Board announced that the case would be taken under advisement and a decision rendered. And thereafter, on August 27, the Board having investigated the above matters, rendered its decision, a copy of which was, on August 31, sent to complainants and respondent, and which decision is in words and figures as follows:

ORDER OF THE BOARD.

Now, on this 23d day of August, 1897, this cause coming on to be heard at Yates Center, Kan., before the above-named Board, the complainants appeared by H. Waymire, mayor, and by Geo. R. Stephenson and J. E. Wirick, attorneys; and the respondent railway company appeared by J. H. Richards and J. C. Lincoln, its attorneys; and thereupon the complainants and respondent introduced their evidence; and said Board being fully advised in the premises, announced by its chairman, Commissioner W. P. Dillard, that the complaint would be taken under advisement and a decision rendered therein as

soon as the evidence offered before said Commission could be transcribed by its stenographer.

And now, on this 27th day of August, 1897, said cause coming before said Board at its office in the city of Topeka, in the state of Kansas, for decision, and the Board being fully advised by the evidence taken at the above-mentioned hearing held at Yates Center, Kan., finds: That $1 per ton, from Englevale to Yates Center, for the transportation and carriage of coal in car-load lots, is an unjust and unreasonable rate for such service; and that 75 cents per ton, as payment for such carriage and transportation, is a just, reasonable and compensatory rate. And it is therefore ordered and adjudged by the Board of Railroad Commissioners of the state of Kansas, that said just and reasonable rate of 75 cents per ton for the transportation of coal from Englevale, Kan., to Yates Center, Kan., be adopted and put into effect by the respondent, the Missouri Pacific Rly. Co., from and after the 20th day of September, A. D. 1897.

Attest: R. W. TURNER, *Secretary.* BY ORDER OF THE BOARD.

[Said order being complied with by the said Missouri Pacific Rly. Co., the case was closed.]

TELEGRAPH OPERATOR AT GRINNELL.

J. A. Sprague *et al.*, *Complainants*,

vs.

Union Pacific Rly. Co., *Respondent.*

No. 1569.

Complaint filed July 29, 1897, praying that respondent company be required to establish and maintain a telegraph service at the station at Grinnell, on respondent's line of road. Receipt of complaint acknowledged, and respondent notified by forwarding copy of same. August 10 respondent company answered, and alleged that the business done at Grinnell would not justify maintaining a telegraph office at said point. August 17 complainant replied, denying allegations in respondent's answer. August 26 respondent notified Board that arrangements had been made to establish a telegraph office at Grinnell September 1. Complainant notified, and on August 30 complainant informed the Board that the action of the railroad company was satisfactory, and that the case might be dismissed. Case dismissed.

FAILURE TO FURNISH CARS.

C. A. Patterson, Agent, *Complainant,*

vs.

Atchison, Topeka & Santa Fe Rly. Co., *Respondent.*

No. 1570.

Complaint was filed August 13, 1897, alleging that respondent company refused to furnish cars, and praying the Board to make an order requiring said respondent company to furnish complainant with necessary cars for the shipment and handling of grain. August 19 respondent company made answer that complainant was wrongfully in the possession of an elevator he was operating and for which he desired cars furnished, and that the said elevator was the property of the respondent company; and that it had refused, and still refused, to furnish cars to said elevator to prevent the wrongful use of the same; and that all matters in controversy between complainant and respondent were pending in the district court of Montgomery county, Kansas. August 26 fixed as date for formal hearing of complaint, at the office of the Board of Railroad Commissioners, in the city of Topeka. August 26 complainant asked that the hearing be held at Cherryvale, Kan. August 27 Board denied complainant's application for the hearing at Cherryvale, and notified complainant that the hearing would be held at the office of the Board, as hereinbefore stated, at such time as would suit the convenience of complainant, requiring only that reasonable notice of the hearing should be given the respondent, since which time no further proceedings have been had. Case dismissed for lack of prosecution.

STATION AGENT AT RYDAL, KAN.

J. A. Mosher, *Complainant,*

vs.

Chicago, Rock Island & Pacific Rly. Co., *Respondent.*

No. 1571.

Complaint filed August 15, 1897, praying that the Board of Railroad Commissioners require the respondent railroad company to place an agent at Rydal. Copy of complaint sent to respondent company August 18, and receipt of complaint acknowledged. August 30 responded notified Board that the station would be opened for business September 1. Complainant notified of the action of respondent and cause dismissed.

TELEGRAPH OPERATOR AT ELYRIA, KAN.

J. Gamble, Trustee, *Complainant,*

vs.

Missouri Pacific Rly. Co., *Respondent.*

No. 1573.

Complaint was filed August 30, 1897, alleging that the public needs were such as to require a telegraph operator at the station of Elyria, McPherson county, Kansas, on the line of respondent's road. Copy of complaint sent respondent company, and on September 23 respondent replied, alleging that business at Elyria would not justify employing an operator at said point. Board fixed November 24, and its office in the city of Topeka, as the date and place for formal hearing of complaint. On said date, this cause coming on for hearing before the full Board, upon numerous affidavits filed by complainant, and upon testimony offered by respondent, the Board, after considering the matters offered in evidence, made the following order:

ORDER OF THE BOARD.

This was an application by J. Gamble, trustee of King City township, McPherson county, Kansas, against the Missouri Pacific Rly. Co., for an order of this Board to require said railway company to maintain a telegraph office at its depot at Elyria, in said township, under the provisions of chapter 192, Laws of 1889. The complaint alleged that the road was originally constructed by the Fort Scott, Wichita & Western Rly. Co. some nine years ago, and that in consideration of a vote of $16,000 of bonds by said township, in aid of the construction of said road, the said company agreed and promised to build, operate and maintain a railroad station at said village of Elyria, and to maintain a telegraph office therein; that the depot and telegraph office were maintained at said place for several years; that the telegraph office was taken out, and that now only the station is kept and maintained, and the people are denied telegraph facilities; that the amount of business done by the respondent company at said point justifies the additional expense necessary to maintain telegraph service, and that shippers and patrons of the road were put to great inconvenience and delay in the transaction of their business by reason of the removal of the telegraph operator as aforesaid. The respondent company denied each and all of the allegations of the complaint.

The testimony introduced by the parties as to whether such a contract was in fact made by the original company was absolutely conflicting. If, in fact, such a contract was made, and has been or is

being violated, either by the company receiving such aid, or by a company composed in part by consolidation, or otherwise, of such company, the township, under the provisions of chapter 136, Laws of 1886, has a full and complete remedy for the enforcement of such contract. Whether respondent company, which is now operating the road, could be held under the provisions of this law, it is unnecessary to discuss here.

The evidence shows that Elyria is a village of 15 or 20 inhabitants, about six miles from McPherson, the county-seat of McPherson county, a city of some 3,000 inhabitants, upon the northwest, and about seven miles from the town of Mound Ridge, containing some 800 inhabitants, upon the southeast, both of which towns are upon the line of the respondent company, and both of which have telegraph facilities; that some eight miles southwest of Elyria is the town of Inman, upon the Chicago, Rock Island & Pacific Rly.; and about eight miles northeast of Elyria is the town Galva, also upon the Rock Island road, both of which towns have telegraph facilities; that there is telephone connection between Inman, McPherson, Elyria, and Mound Ridge; that messages may be forwarded by telephone or train from Elyria to McPherson or Mound Ridge; that the average receipts of the railroad company from its business at the station of Elyria averages about $60 per month; that a salary is paid to the present agent of the company of $25 per month; that he, not being a telegraph operator, would have to be removed, and some person qualified to operate the telegraph office would have to be employed, at a minimum salary of $45 per month; that in all probability the receipts of such telegraph office would not exceed $5 per month.

In view of these facts and conditions, the Board is of the opinion that a case is not made which would justify it in exercising the power conferred by said chapter 192, Laws of 1889, in ordering the respondent company to go to the additional expense of maintaining and operating a telegraph office at said station of Elyria. The complaint is therefore dismissed, and the application for such order denied.

Attest: R. W. TURNER, *Secretary.* BY ORDER OF THE BOARD.

STATION FACILITIES AT McDONALD.

D. L. Gruver, *Complainant,*

vs.

Burlington & Missouri River Rld. Co., *Respondent.*

No. 1574.

Complaint filed August 30, 1897, alleging that the public is greatly inconvenienced for want of a depot agent at the town of McDonald, Rawlins county, Kansas, and praying the Board to cause respondent company to establish an agent in its depot at said place. Copy of complaint was forwarded respondent company August 30. September 3 respondent company notified the Board that station was opened on September 2. September 4 complainant was notified of respondent's reply, and on September 6 complainant notified the Board as follows; "They have opened our depot, and we believe all will be satisfactory." Case closed.

STATION FACILITIES AT BROOKS, KAN.

A. B. Dotson *et al.*, *Complainants,*

vs.

St. Louis & San Francisco Rly. Co., *Respondent.*

No. 1575.

Complaint filed September 20, 1897, alleging that respondent railway company had removed its depot and station facilities from the town of Brooks, in Newark township, Wilson county, Kansas, greatly to the inconvenience and detriment of the public, and praying the Board to require respondent company to replace said depot and station facilities. Copy of complaint sent respondent. November 10 complainants informed the Board that the interests of the people around Brooks require prompt action on the part of respondent company in restoring depot and station facilities at this place, and asking the Board to take immediate steps in the premises. November 13 respondent company denied that it does not stop its passenger trains, other than its limited train, admitted that it had no large depot, but alleged that it kept an agent at Brooks to transact the business of the road and the public; and that the station facilities in general are sufficient for the business offered. Case still pending.

EXCESSIVE RATES.

J. Q. Hardy, Trustee Manhattan township, Riley county, Kansas, *Complainant,*

vs.

Chicago, Rock Island & Pacific Rld. Co., *Respondent.*

No. 1576.

Complaint filed September 21, 1897. Issues joined, and December 7 set for hearing. Continued on application of complainant. Still pending.

STATION FACILITIES, DRYWOOD TOWNSHIP, BOURBON COUNTY.

J. W. Hare, Trustee, *Complainant,*

vs.

Missouri Pacific Rly. Co., *Respondent.*

No. 1557.

Complaint filed September 25, 1897. This complaint was, in its main features, a repetition of complaint No. 1553, adversely decided by the preceding Board and also by the present Board, and again denied September 27, 1897.

STATION FACILITIES AT WAVERLY.

J. C. Fear, Mayor, *Complainant,*

vs.

Atchison, Topeka & Santa Fe Rly. Co., *Respondent.*

No. 1578.

Complaint was filed September 30, 1897, alleging that depot facilities at Waverly were insufficient to accommodate the wants of the general public. Copy of complaint forwarded respondent company. November 5 respondent company replied that they would improve the depot at Waverly. Case still pending.

DEPOT FACILITIES AT PALMER.

J. B. Lower *et al.*, *Complainants*,

vs.

The Missouri Pacific Rly. Co., *Respondent.*

No. 1579.

Complaint filed October 14, 1897, alleging that the depot at Palmer had been burned, and praying the Board to cause respondent company to construct a new depot at said point. Copy of complaint was sent respondent company, and October 18 receipt of said copy acknowledged. November 11 respondent notified Board that arrangements had been made for the erection of a depot as prayed for in complaint. Petitioners notified, and case closed.

APPLICATION FOR GATE CROSSINGS.

This was an application by the Kansas City, Fort Scott & Memphis Rld. Co. for the assent and approval of the Board to the erection of gates on crossings of said company's road with the Missouri Pacific at Pleasant Hill and Pleasanton, and with the St. Louis & San Francisco at Weir City, and Empire Spur, near Joplin. The following correspondence was had in reference thereto:

KANSAS CITY, MO., November 23, 1897.

R. W. Turner, Secretary,
Kansas State Board of Railroad Commissioners,
Topeka, Kan.:

DEAR SIR—Subject to the assent of the Railroad Commissioners of Kansas, we have arranged with the Missouri Pacific railway to place a gate at the crossing of that road with the Kansas City, Fort Scott & Memphis railroad near Pleasant Hill, the normal position of which shall be across our tracks as a danger signal to our trains, and also to put up a gate at the crossing of the Missouri Pacific tracks with the tracks of this company at Pleasanton, the normal position of which shall be across the Missouri Pacific tracks as a danger signal to their trains. You will observe that with such an arrangement (which is in common use in many places) one track is always clear and trains cross without stopping. Of course when the gate is swung across the other track, it acts as a danger signal to the other road, and the original track then becomes free for the passage of the trains of its company without stopping. Will you be kind enough to advise whether this arrangement meets with the approval of the Commission? Also, will the Commission approve of a similar arrangement at the crossing of this company with the spur track of the St. Louis & San Francisco railroad at Weir City, and at the crossing of our road with our Empire spur near Joplin, about which we are now in correspondence with the 'Frisco officials?

Yours very truly, EDWD. S. WASHBURN, *President.*

OFFICE OF BOARD OF RAILROAD COMMISSIONERS.
STATE OF KANSAS.

Ed. S. Washburn, Esq.,
Kansas City, Fort Scott & Memphis Rld. Co.,
Kansas City, Mo.:

TOPEKA, November 24, 18

DEAR SIR—Your letter of November 23, to the Secretary of this Board, received. We are not familiar with the different kinds of gates, and of course would like to be satisfied that the gate which you propose to put over the crossing of the Missouri Pacific track at Pleasanton, and over the 'Frisco track at Weir City, is a safe appliance for the purpose intended. If it is safe, the Board will take pleasure in assenting to the arrangement made between you and the Missouri Pacific and the 'Frisco roads respectively.

Yours very truly, W. P. DILLARD, *Chairman.*

W. P. Dillard, Esq.,
Chairman Kansas Board of Railroad Commissioners,
Topeka, Kan.:

KANSAS CITY, MO., November 29, 1897.

DEAR SIR—Replying to your letter of the 24th inst.: I inclose herewith a blue print showing our standard crossing gate. The gates which we have asked permission to put up at Pleasanton, Weir City and Joplin will be made from these plans, and are practically like the gates used by the Santa Fé and Missouri Pacific companies. Yours very truly,

EDWD. S. WASHBURN, *President.*

OFFICE OF BOARD OF RAILROAD COMMISSIONERS,
STATE OF KANSAS.

Ed. S. Washburn, Esq.,
Kansas City, Fort Scott & Memphis Rly. Co.,
Kansas City, Mo.:

TOPEKA, December 1, 1897.

DEAR SIR—In reply to your favor relative to gate crossings, I herewith inclose you copy of order of the Board this day made, which is self-explanatory. Please acknowledge receipt of same. Yours very truly,

R. W. TURNER, *Secretary.*

DECEMBER 1, 1897.

In the matter of the application of the Kansas City, Fort Scott & Memphis Rly. Co. for the permission of the Board of Railroad Commissioners of the state of Kansas to place a gate at the crossing of that road with the road of the St. Louis & San Francisco Rly. Co. at Weir City, Cherokee county, Kansas, across the road of the said St. Louis & San Francisco Rly. Co., so that the engines and trains of the said Kansas City, Fort Scott & Memphis Rld. Co. may pass over such crossing without stopping.

The above matter being presented this day to this Board, and the gate proposed to be erected by the said Kansas City, Fort Scott & Memphis Rld. Co. being by the Board deemed sufficient and proper, the same is approved, and permission granted said railroad company to erect said gate, as asked in said application.

BY ORDER OF THE BOARD.

Attest: R. W. TURNER, *Secretary.*

INTERLOCKING DEVICE AT NORTH OTTAWA.

This was an application, by the Atchison, Topeka & Santa Fe Rly. Co. for the permission of this Commission to put in operation an interlocking plant at the intersection of said company's road with that of the Missouri Pacific Co., 2.8 miles west of North Ottawa, on the Emporia branch. In relation to the matter the following correspondence was had:

ATCHISON, TOPEKA & SANTA FE RLY. CO.,
TOPEKA, KAN., November 27, 1897.

To the Honorable Board of Railroad Commissioners, Topeka, Kan.:

DEAR SIRS — At the Missouri Pacific crossing, 2.8 miles west of North Ottawa, on our Emporia branch, we have completed the installation of a standard interlocking plant. This plant is similar to that at our crossing with the Rock Island at Peabody, and we ask, if the Board desires to do so, that at their earliest convenience they examine and approve the same, as provided by the statutes, in order that the railroad company may not be required to stop its trains before crossing the other road. Yours truly, AVERY TURNER.

OFFICE OF BOARD OF RAILROAD COMMISSIONERS,
STATE OF KANSAS.
TOPEKA, Dec. 1, 1897.

Mr. Avery Turner, Asst. Gen. Supt. A. T. & S. F. Rly. Co.:

DEAR SIR—Your letter of November 27, No. 16-535, with reference to interlocking device at the Missouri Pacific crossing at North Ottawa, to hand. This Board would like to be informed in this matter if it is agreed upon by your road and the Missouri Pacific; and, if so, the Board can go nearly any day the latter part of next week with you and Mr. Hobson to examine the plant. We would like to know if it is necessary to notify the Missouri Pacific to be present and represented. Yours very truly, W. P. DILLARD, *Chairman.*

ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY.
OFFICE OF GENERAL SUPERINTENDENT,
TOPEKA, KAN., December 4, 1897.

W. P. Dillard, Esq.,
Chairman Board of Railroad Commissioners,
Topeka, Kan.:

DEAR SIR — Noting yours of December 1: The construction of the interlocking plant at North Ottawa was agreed upon between the Santa Fe and the Missouri Pacific; in fact, was built and is operated at the entire expense of the Santa Fe. Under the circumstances it would hardly seem necessary to notify the Missouri Pacific. However, I will gladly do so. They may wish to be present. I would suggest Saturday, December 11, on which to inspect it, leaving here at 7:30 A. M., going via Lawrence branch or Holliday, whichever you prefer, returning in the evening. Kindly advise your pleasure. Yours truly,

AVERY TURNER.

ORDER OF THE BOARD.

In the matter of the application of the Atchison, Topeka & Santa Fe Rly. Co. relative to the installation of the standard interlocking plant at the crossing of the Missouri Pacific railway, 2.8

miles west of North Ottawa, praying the Board of Railroad Commissioners of the state of Kansas to approve the installation of said interlocking plant across the road of the said Missouri Pacific railway, so that the engines and trains of the said Atchison, Topeka & Santa Fe Rly. Co. may pass over such crossing without stopping, it is hereby ordered by the Board of Railroad Commissioners of the state of Kansas that said standard interlocking plant be approved, as now established, and is hereby deemed by the Board to be sufficient and proper, and permission is hereby granted the said Atchison, Topeka & Santa Fe Rly. Co. to pass its engines and trains over said crossing without stopping, as prayed for in its application. Done December 4, 1897. By Order of the Board.

Attest: R. W. Turner, *Secretary.*

PART VI.

RULES OF PRACTICE IN PROCEEDINGS BEFORE THE COMMISSION.

RULES OF PRACTICE BEFORE THE COMMISSION.

REGULAR SESSIONS.

I. The regular sessions of the Commission will be held at its office in the capitol building, in the city of Topeka, on Tuesday of each week, commencing at the hour of 10 o'clock A. M., and continuing from day to day until the business of the Commission is completed, unless an adjournment is had for good and sufficient reason. If the day above designated shall at any time fall upon an election day or a legal holiday, then the time of meeting shall be upon the day following.

At such regular sessions all contested cases will be heard where manifest injustice would not be done to the contesting parties, or the expenses of the investigation be too great, in which event the Commission may adjourn to such locality within the state as will cheapen the expenses of the controversy and furnish the Commission with the necessary facts upon which to base a decision.

Complaints may be filed with the Commission at any time, and will be heard as soon thereafter as justice may require.

Continuance of any hearing may be ordered by the Commission for any cause by them deemed reasonable and satisfactory.

The place of holding an investigation may be changed by the Commission when, in their opinion, substantial justice will be promoted, and upon reasonable notice to the parties interested.

SPECIAL SESSIONS.

II. Special sessions of the Commission may be held at such times and places in the state as the Commission may designate, and in their opinion will promote the interests and welfare of the public; reasonable notice thereof to be given all parties interested.

PARTIES.

III. Complaints will only be recognized and considered when filed and presented by some person or persons, company or corporation financially interested in the settlement or adjustment of the question or questions involved in the controversy.

Where a complaint properly made and by a proper party concerns only an act done or omitted by a single carrier, no others need be made a party; but if such complaint relates to joint tariffs or matters

under which two or more carriers doing business under a common control, management or arrangement for a continuous carriage or shipment are interested, or where individual and independent carriers receive shipments from the other, and there is cause of complaint by reason of the rate or rates charged or in the accommodations given, then and in each and all of said cases all the carriers constituting such line, or such individual or independent carriers, must be made parties, and notice of such complaint must be served upon each and all of them, as hereinafter provided.

When a complaint embraces a question in which several carriers or lines of carriers, operated separately, are interested, then all such carriers, persons and lines of carriers shall have reasonable notice of the pendency of such complaint and be allowed to appear in person or by attorney and defend against said complaint.

The right to intervene, answer or plead in any proceeding before the Commission, and to be heard upon any question involved in any investigation or controversy, is hereby given to any carrier not a party to the proceedings, upon such terms and conditions as the Commission may deem equitable and just, or the Commission may, in its discretion, deny such privilege to such carrier; and such right to intervene can only be granted when the controversy involves a purely public question, and not when it relates or refers to a single carrier, or rates or accommodation between local points.

COMPLAINTS.

IV. All complaints must be made in writing and subscribed by the party, parties, company, or corporation, or their agent, attorney, or lawful representative, and must state in plain and concise language the nature of the grievance and a demand or prayer for the relief desired.

ANSWER.

V. The answer shall be in writing, stating and setting forth in plain and concise language the reason why the prayer of the complainant should not be allowed, and must be filed with the Commission within 10 days from the date of the service of the notice hereinafter provided. For good cause shown, the Commission may allow answer to be filed after the expiration of the time aforesaid, but the same shall not operate to delay the hearing upon the complaint.

SERVICE.

VI. Upon proper complaint being filed with the Commission, the Secretary of the Commission shall forthwith cause a copy or copies of the same to be made, and prepare a notice or notices signed by himself, and serve the same upon the party or parties complained

of, which notice shall be attached to a copy of the complaint, and served upon the party, parties, company, or corporation.

The service may be made by depositing the same in the post-office, post-paid, or delivery to a carrier, and directed to the manager or managers, or principal officers, or the receiver or general attorney of any such company, or by a delivery in person to any of such parties. Any voluntary appearance by any person authorized will constitute a waiver of the notice heretofore provided for. The Secretary shall keep a record of the time and manner of service.

Upon the filing of the answer the Secretary will at once cause a copy thereof to be made, and mail the same to the petitioner or complainant.

AMENDMENTS.

VII. Upon application by any petitioner or party, amendments may be allowed by the Commission in its discretion to any petition, answer or pleading in any proceeding before the Commission.

EXTENSION OF TIME.

VIII. Extension of time may be granted by the Commission in its discretion in which to plead or file any paper in any proceeding or do any act necessary to be done, upon application of any party to the proceedings.

STIPULATIONS.

IX. The parties to any proceeding before the Commission may stipulate in writing and agree upon the facts, or any portion thereof, involved in the controversy, and such stipulation shall be considered and regarded as evidence at the hearing.

QUORUMS.

X. Two members of the Commission shall constitute a quorum for the transaction of any and all business that may come before the Commission; and if no quorum is present on any day when the Commission by these rules or by special order are to meet, the Secretary shall adjourn the meeting from day to day until a quorum is present. If the Secretary is advised that a quorum will not be present at any regular or special meeting, he shall, so far as is practical, notify all parties interested, by letter or otherwise, and also let such parties know on what day a quorum is expected to be present.

PART VII.

KANSAS RAILROAD LAWS.

Law Creating the Board of Railroad Commissioners, and Defining its Duties.

CHAPTER 124.—Session Laws of 1883.

AN ACT concerning railroads and other common carriers.

Be it enacted by the Legislature of the State of Kansas:

SECTION 1. No railroad company shall charge or receive a rate in excess of three cents per mile for the transportation of any passenger who is over twelve years of age, upon any railroad in this state, nor in excess of half that sum per mile for the transportation of any passenger of the age of twelve years or under. Each passenger over twelve years of age paying fare shall be entitled to have transported, without any additional charge, baggage not exceeding one hundred pounds in weight; and each passenger of twelve years of age or under paying fare shall be entitled to have transported, without additional charge, baggage not exceeding fifty pounds in weight.

Rebates of passenger fare.

Baggage.

SEC. 2. The executive council shall, before the first day of April next, elect three competent persons, who shall constitute a Board of Railroad Commissioners, who shall hold their offices from the date of their respective elections for the term of one, two and three years from the first day of April next. The executive council shall, in like manner, before the first day of April in each year thereafter, elect a Commissioner, to continue in office for the term of three years from said date, and in case any vacancy occurs in said Board, by resignation or otherwise, shall in the same manner elect a Commissioner to serve for the residue of the term. The executive council may at any time remove such Commissioners, or any of them, and elect others to fill the vacancy; and all votes cast by each member of the executive council for the election of any person to the office of Railroad Commissioner, or removal from the same, shall be recorded in a journal kept by them for that purpose, which journal shall be kept open at all times for public

Executive council shall appoint.

Removal from office.

Secretary.

inspection. The said Board of Commissioners shall have power to appoint a Secretary, and remove him at pleasure.

Who shall not be appointed.

No person owning any bonds, stock or property in any railroad company, or who is in the employment, or who is in any way or manner pecuniarily interested in any railroad, shall be eligible to the office of Railroad Commissioner or Secretary of said Board. Said Railroad Commissioners and Secretary shall be qualified electors of the state; provided, that no more than two of the Commissioners shall belong to the same political party.

Qualifications.

Oath and bond.

Said Commissioners and Secretary shall be sworn to the due and faithful performance of the duties of their respective offices before entering upon the discharge of the same. Each of said Commissioners shall enter into bonds, with security to be approved by the executive council, in the sum of ten thousand dollars, conditioned for the faithful performance of his duty.

See *The State v. Mitchell*, 50 K. 289.

Office, where kept.

SEC. 3. Said Commissioners shall keep their office in the state-house, or at some other suitable place in the city of Topeka, and they or either of them may act officially in any part of the state. They shall each receive a salary of three thousand dollars per annum, and the secretary shall receive a salary of one thousand five hundred dollars per annum, to be paid as the salaries of other state officers are paid; and the said Board shall be provided, at the expense of the state, with necessary office furniture and stationery.

[Section 4 of this act declared void. See 32 Kan. 761.]

Section 4, which provides for raising a fund for the payment of the salaries and current expenses of the Board of Railroad Commissioners and its Secretary by the taxation of the property of railroad companies only, was declared unconstitutional and void by the supreme court of the state of Kansas, being in contravention of par. 1 of art. 11 of the state constitution, which provides that "the legislature shall provide for a uniform and equal rate of assessment and taxation." *A. T. & S. F. Rld. Co. v. Howe*, 32 Kan. 737.

Powers and duties.

SEC. 5. Said Commissioners shall have the general supervision of all railroads in the state operated by steam, and all express companies, sleeping-car companies, and all other persons, companies or corporations doing business as common carriers in this state; and shall inquire into any neglect or violation of the laws of this state by any person, company or corporation engaged in the business of transportation of persons or property therein, or by the officers, agents or employees thereof; and shall also from time to

time carefully examine and inspect the condition of each railroad in the state, and its equipment, and the manner of its conduct and management, with reference to the public safety and convenience. Whenever in the judgment of the Railroad Commissioners it shall appear that any railroad corporation or other transportation company fails, in any respect or particular, to comply with the terms of its charter or the laws of the state, or whenever in their judgment any repairs are necessary upon its road, or any addition to its rolling-stock, or any addition to or changes of its stations or station-houses, or any change in its rates for transporting freight, or any change in the mode of operating its road and conducting its business, is reasonable and expedient, in order to promote the security, convenience and accommodation of the public, said Commissioners shall inform such corporation of the improvement and changes which they adjudge to be proper, by a notice thereof in writing, to be served by leaving a copy thereof, certified by the Commissioners' Secretary, with any station agent, clerk, treasurer, or any director of said corporation; and a report of the proceedings shall be included in the annual report of the Commissioners to the governor. Nothing in this section shall be construed as relieving any railroad company, or other transportation corporation, from their responsibility or liability for damage to person or property.

In *The State, ex rel., v. K. C. Rld. Co.*, 47 Kan. 497, the supreme court of the state held: "Under the provisions of section 5, chapter 124, Laws of 1883, (¶ 1328, Gen. Stat. 1889,) an order or recommendation of the Board of Railroad Commissioners of the state to a railroad company, requiring *repairs* to be made upon its road or track, to promote the security, convenience and accommodation of the public, is advisory only. Such an order or recommendation is not final or conclusive upon the railroad company or in the courts."

For further interpretation of the foregoing section 5, see

The State, ex rel., v. Mo. Pac. Rly. Co., 55 Kan. 708.

C. K. & W. Rld. Co. v. Prouty, 55 id. 508.

Additional decisions bearing upon matters related to this section are:

Kan. Pac. Rly. Co. v. Reynolds et al., 8 Kan. 623.

Kan. Pac. Rly. Co. v. Nichols, Kennedy & Co., 9 id. 235.

K. C. St. Jo. & C. B. Rld. Co. v. Simpson, 30 id. 645.

SEC. 6. Said Commissioners shall, on or before the first Monday in December in each year, make a report to the governor of their doings for the preceding year, containing such facts, statements and explanations as will disclose the working of the system of railroad transportation in this Reports.

state, and its relation to the general business and prosperity of the citizens of the state, and such suggestions and recommendations in respect thereto as may seem appropriate. Said report shall also contain, as to every railroad corporation doing business in this state—

First: The amount of its capital stock.

Second: The amount of its preferred stock, if any, and the condition of its preferment.

Third: The amount of its funded debt, and the rate of interest.

Fourth: The amount of its floating debt.

Fifth: The cost and actual present cash value of its road and equipment, including permanent way, buildings and rolling-stock, all real estate used exclusively in operating the road, and all fixtures and conveniences for transacting its business.

Sixth: The estimated value of all other property owned by such corporation, with a schedule of the same, not including lands granted in aid of its construction.

Seventh: The number of acres originally granted in aid of the construction of its road, by the United States or by this state.

Eighth: Number of acres of such land remaining unsold.

Ninth: A list of all its officers and directors, with their respective places of residence.

Tenth: Such statistics of the road and of its business for the year as may in the judgment of the Commissioners be necessary and proper for the information of the legislature, or as may be required by the governor. Such report shall exhibit and refer to the condition of such corporation on the first day of July of each year, and the details of its business transacted during the year ending June 30.

Eleventh: The average amount of tonnage that can be carried over each road in the state with an engine of power given.

Railroad companies to report.

SEC. 7. To enable said Commissioners to make such report, the president or managing officer of each railroad or transportation company doing business in this state shall annually make to the said Commissioners, on the 15th day of September of each year, such returns, in the form which they may prescribe, as will afford the information required for their said official report. Such returns shall be verified

by the oath of the officer making them; and any corporation herein named, whose returns shall not be made as herein prescribed, by the 15th day of September, shall be liable to a penalty of one hundred dollars for each and every day after the 16th day of September that such returns shall be willfully delayed or refused.

Penalty for not reporting.

SEC. 8. That said Commissioners shall have power, in the discharge of the duties of their office, to examine any of the books, papers or documents of any such company or corporation, or to examine under oath or otherwise any officer, director, agent or employee thereof, or any other person. The Commissioners, or either of them, are empowered to issue subpenas and administer oaths in the same manner and with the same power to enforce obedience thereto, in the performance of their said duties, as belong and pertain to courts of record in this state; and any person who may wilfully obstruct said Commissioners in the performance of their duties, or who may refuse to give any information within their possession that may be required by said Commissioners within the line of their duty, shall be deemed guilty of a misdemeanor, and shall be liable, on conviction thereof, to a fine of not exceeding one thousand dollars, in the discretion of the court; the costs of such subpenas and investigation to be first paid by the state, on the certificate of said Commissioners.

Power to examine books and papers.

Issue subpenas.

Punishment for refusal to testify.

SEC. 9. It shall be the duty of any railroad company, when within its power so to do, and upon reasonable notice, to furnish suitable cars to any and all persons who may apply therefor for the transportation of any and all kinds of freight, and to receive and transport such freight with all reasonable dispatch, and to provide and keep suitable facilities for the receiving and handling of the same at any depot on the line of its road; and also to receive and transport in like manner the empty or loaded cars furnished by any connecting road, to be delivered at any station or stations on the line of its road, to be loaded or discharged, or reloaded and returned to the road so connecting; and for compensation it shall not demand or receive any greater sum than is accepted by it from any other connecting railroad for a similar service.

Railroad to furnish cars.

Suitable facilities for handling freight.

Transport empty cars.

Compensation.

Rly. Co. v. Stults, 31 Kan. 752.
Rld. Co. v. Roach, 35 id. 740.

Uniformity of charge.

SEC. 10. No railroad company shall charge, demand or receive from any person, company or corporation, for the transportation of any property or for any other service, a greater sum than it shall at the same time charge, demand or receive from any other person, company or corporation, for a like service from the same place, or upon like condition and under similar circumstances; and all concessions of rates, drawbacks, and contracts for special rates shall be open to and allowed all persons, companies and corporations alike; nor shall it charge more for transporting freight from any point on its line than a fair and just proportion of the price it charges for the same kind of freight transported from any other point.

Concessions and drawbacks.

See *Beadle v. K. C. F. S. & M. Rld. Co.*, 48 Kan. 379; and same title in 51 Kan. 248.

Unreasonable charge or price.

SEC. 11. No railroad company shall charge, demand or receive from any person, company or corporation, an unreasonable price for the transportation of persons or property, or for the hauling or storing of freight, or for the use of its cars, or for any privilege or service afforded by it in the transaction of its business as a railroad company. And upon complaint in writing, made to the Board of Railroad Commissioners, that an unreasonable price has been charged, such Board shall investigate said complaint, and if sustained shall make a certificate under their seal, setting forth what is a reasonable charge for the service rendered, which shall be *prima facie* evidence of the matters therein stated.

Complaint.

Board shall investigate.

The form of complaint under section 11 may read as follows:

To the Board of Railroad Commissioners of the State of Kansas:

The undersigned complains of the ——— Railroad Company, and says: That complainant resides in —— county, Kansas. That he employed said railroad company to transport and carry over its line from —— to —— certain freight and merchandise, described as follows: [Here describe the nature, weight or bulk of freight.] That the distance over which said freight was transported and carried by said company was —— miles. That the same was delivered to me at —— on the —— day of ———, 189—. That the price charged for the transportation, or hauling and storing of the same, was $——. That the said price so charged was unreasonable and excessive. That complainant believes that a reasonable price would be $——. And complainant requests that this his complaint be investigated by the Board, and a decision be rendered thereon according to the right of the case. (Signed) A. B., *Complainant.*

SEC. 12. It shall be unlawful for any railroad company to make any contract or enter into any stipulation with any other railroad company running in the same general direction, by which either company shall directly or indirectly agree to divide, in any manner or proportion, the joint earnings upon the whole or any part of the freight transported over such roads; and any violation of this provision shall render the railroad company violating the same liable to a penalty of $5,000 for each month for which such earnings are divided, to be recovered for the use of the common-school fund, in the name of the state.

Pooling.

Penalty.

SEC. 13. No railroad company shall be permitted, except as otherwise provided by regulation or order of the Board, to change or limit its common-law liability as a common carrier. All railroad companies shall, on demand, issue duplicate freight receipts to shippers, in which shall be stated the class or classes of freight shipped, the freight charges over the road giving the receipt, and, so far as practicable, shall state the freight charges over other roads that carry such freight. When the consignee presents the railroad receipt to the agent of the railroad that delivers such freight, such agent shall deliver the article shipped on payment of the rate charged for the class of freights mentioned in the receipt.

Common-law liability.

Freight receipts.

Consignee demand freight.

SEC. 14. In all cases where complaint shall be made in accordance with the provisions of section 18, hereinafter provided, that an unreasonable charge is made, or that the rates charged for freight are unjust, unreasonable, or extortionate, and the Board shall find such complaint to be true, they shall require a modified charge for the service rendered, such as they shall deem to be reasonable, and shall certify their finding to the managing officer of the road against which complaint is made; and the rates so determined by the Board to be reasonable shall be, by the railroad company affected thereby, accepted, and posted up in a conspicuous place in each depot on the line of its road that may be designated by said Board; and such rates so found shall, in all actions arising in any court in the state, be taken to be reasonable compensation for the services for which they are provided, until the contrary is proven; and all compensation demanded or received by any such railroad company in excess of the rates so determined by the Board, shall in any such action be taken to be unjust,

Complaint.

Unreasonable charge or rate.

Finding of Board.

Rate fixed to be posted up.

unreasonable, and extortionate, until the contrary is proven. All cases of a failure to comply with a recommendation of the Board of Commissioners shall be embodied in the report of the Board of Commissioners to the governor, and the same shall apply to any unjust discrimination, extortion or overcharge by said company, or any other violation of this act by such company.

Reasonable compensation.

See 53 Kan. 212.

Cars may be owned by shippers.

SEC. 15. Any person, partnership or corporation engaged in business, other than that of a common carrier, may own or lease railroad cars, and may load and bill the same to any railroad point, and all railroad companies and connecting lines to whom any such car is delivered shall receive and transport the same with all reasonable dispatch towards its destination: Provided, That such cars shall be constructed in conformity to the rules and regulations of the company to which such application is made, and for such compensation as may be fixed by the Commissioners; and having arrived at its destination, it shall be unloaded, and shall be, unless otherwise ordered by such shipper, returned to its starting point with like dispatch, and shall not be deviated from its route, and shall be in all respects handled the same as a car belonging to any railroad company: Provided, That it may be by said railroad company reasonably loaded upon its return trip and the owner be allowed a reasonable sum for its use; and such owner shall be responsible for all necessary repairs.

Kind of cars.

May be loaded by railroads.

Raise freight rate.

SEC. 16. Neither said Board of Railroad Commissioners nor any railroad company shall raise the charge for the transportation of freight on any railroad without first giving sixty days' public notice of such change, in such manner as the Commissioners may determine.

Notice.

See 53 Kan. 212, *supra.*

Eminent domain.

SEC. 17. Any person, upon written permission given by the Board, may exercise in the same manner and to the same extent as is now enjoyed by railroad companies, the right of condemning and appropriating land, and laying out and constructing any spur, switch or railroad track thereover, and connecting the same with any railroad already constructed; and the right to use such spur, switch or track shall be public, at rates and on terms and conditions such as the Board shall prescribe, if the parties interested cannot agree.

SEC. 18. It shall be the duty of said Commissioners, upon the complaint and application of the mayor and council of any city, or the trustee of any township, to make an examination of the rate of freight tariff charged by any such company, and of the condition or operation of any railroad, any part of whose location lies within the limits of such city or township; and if 25 or more legal voters in any city or township shall, by petition in writing, request the mayor and council of such city or the trustee of such township to make the said complaint and application, and the mayor and council or the trustee refuse or decline to comply with the prayer of the petition, they shall state the reason for such non-compliance, in writing, upon the petition, and return the same to the petitioners; and the petitioners may thereupon, within 10 days from the date of such refusal and return, present such petition to said Commissioners; and said Commissioners shall, if upon inquiry and hearing of the petitioners they think that the public good demands the examination, proceed to make it in the same manner as if called upon by the mayor and council of any city or the trustee of any township. Before proceeding to make such examination in accordance with such application or petition, said Commissioners shall give to the petitioners and railroad company reasonable notice, in writing, of the time and place of entering upon the same. If upon such an examination it shall appear to said Commissioners that the complaint alleged by the applicants or petitioners be well founded, they shall so adjudge; and they shall then and there decide what is a reasonable charge for such freights, and shall inform the corporation operating such railroad company of their adjudication within 10 days, and shall also report their doings to the governor, as provided in section 6 of this act, and shall certify to such complainants the result of such adjudication; and such adjudication shall be *prima facie* evidence of what is a reasonable charge in all actions for such service.

Freight rate.

Petition of mayor and council or trustee.

Twenty-five legal voters may petition.

Notice of hearing to be given.

Conclusion of investigation.

See 53 Kan. 212; 48 id. 248.

Form of complaint under section 18, chapter 124, Laws of 1883:

To the Honorable Board of Railroad Commissioners of the State of Kansas:

The undersigned (township trustee of.....township, or mayor and council of the city of.....), in the county of....., in the

state of Kansas, respectfully represents and shows to your honorable Board as follows, to wit:

First. That (he is, or they are) the duly elected, qualified and acting (trustee, or mayor and council) of the said (township, or city of)....., in said county of.....and state of Kansas. That there is located and in operation through said (township of....., or city of.....), a line of railroad owned and operated by (here insert name of railroad company). That in said (township of....., or city of.....) is a station and depot on said line of railroad known as.....station. That said station is a station on the here insert name of railroad), used by the inhabitants of said township of....., or city of.....) for the purpose of transporting freights over said.....railroad, operated by said..... railway company. That the inhabitants of said (township of....., or city of.....) use large quantities of (specify generally classes of goods shipped in and out). That said articles are shipped to and from all points on said.....railroad to said station in said (township of....., or city of.....); and that by reason thereof the inhabitants of said (township of....., or city of.....) are interested in the rates charged for the transportation of freight over the line of the said .....railroad from all points in Kansas to said station, and from said station to all points in Kansas.

Second. That the charges made by said railway company for the transportation of all classes and kinds of freight shipped over its road from each and every point in the state of Kansas to said station, and from said station to all other points in the state of Kansas on said road are unreasonable, and the rates charged for freight from said station of.....to all points in the state of Kansas on the said..... railroad, and from all points on said.....in the state of Kansas to said station of.....are unjust, unreasonable, and extortionate. That the said rates charged as aforesaid for the transportation of all classes of freight by said railway company from said station of..... to all other points on said railroad in Kansas, and from all other points in Kansas on said railroad to said station of.....are unjust, unreasonable, and extortionate. This complaint is made and directed against said charges, and to each and every item of such charges, and to each and every classification of such freight, and the same is charged to be unreasonable, unjust, and extortionate.

Wherefore, this complainant as (trustee, or mayor and council) of the (township of....., or city of.....), respectfully prays the consideration of your honorable Board, that it may make a full and complete investigation of the charges made for the transportation of freight of each and every kind by said railway company from points on its road in Kansas to said station of....., and from said station of.....to all points in Kansas on said railroad; and that it may make a full, fair and complete investigation of all charges made by said railway company for the transportation of freight over its said road in Kansas, under and by virtue of the powers vested in said Board by sections 14 and 18 of chapter 124 of the Laws of 1883 of the state of Kansas; and that said Board make an order reducing said charges to such sum and amount, and arrange the classification of such freight in such manner, as shall be reasonable, fair and just to

the shipper over said road to and from said station, and direct that the said company shall adopt and accept the same as provided by the laws of the state of Kansas; and that your honorable body may take such further steps in the premises as may be just, legal and proper to secure the enforcement of just, reasonable and fair rates over said road.

....

Trustee of.....Township, or Mayor of the City of....., ...County, Kansas.

[If the complaint is made by the mayor and council of a city, the signature of the mayor should be attested by the signature of the city clerk and seal of said city. And if desired to be directed against a rate charged for the transportation of a specific class of freight, the allegations should be confined to that class of freight instead of being general.]

Form of petition of 25 or more legal voters to mayor and council, or trustee of township:

To the Mayor and Council of.....City, in the State of Kansas:

The undersigned are legal voters of, and resident within, said city (or township, as the case may be). That they believe that the rate of freight tariff charged by the.....railroad company, a company which operates its line of railroad into or through said city (or township), on freight delivered at said point, is unjust, unreasonable, and excessive, and that the same should be modified and reduced. We, your petitioners, petition and request that you within a reasonable time complain thereof to the Board of Railroad Commissioners of Kansas, and request such action in the premises as the facts and circumstances shall warrant and demand. (Signed.)

[In case the mayor and council, or trustee, refuse to make the complaint as petitioned for, the body so refusing should indorse upon the petition their refusal, which may be substantially in this form:]

The undersigned, mayor and council of.....city (or trustee of .....township), have duly considered the petition of A. B. and others, whose names are signed to said petition. That the said petitioners are legal voters of said city (or township); that we decline to comply with the request of the said petition, for the reason that the undersigned mayor and council (or trustee) deem the complaint to be unfounded, and that no necessity for such investigation exists.

Dated this.....day of....., 189..... (Signed.)

[The petition, thus indorsed, may, within 10 days after its return to the petitioners, be presented to the Commissioners, and stand in place of the complaint. Immediately upon receiving a complaint requiring an investigation, 10 days' notice of the time and place of a hearing will be given, both to the party complaining and the party complained of. Either party may, for good cause, obtain a reasonable postponement of the time for hearing the complaint.]

Triple damages.

SEC. 19. Any railroad company which shall violate any of the provisions of this act shall forfeit for every such offense, to the person, company or corporation aggrieved thereby, three times the actual damages sustained by the said party aggrieved, together with costs of suit, and a reasonable attorney's fee, to be fixed by the court; and if an appeal be taken from the judgment, or any part thereof, it shall be the duty of the appellate court to include in the judgment an additional reasonable attorney's fee for services in appellate court or courts.

Beadle v. Rld. Co., 51 Kan. 248.

Penalty for violation of act

SEC. 20. Any railroad company or individual wilfully violating or evading any of the provisions of this act not otherwise herein provided for shall for each offense forfeit and pay a penalty of not less than one hundred dollars nor more than five thousand dollars. All penalties provided for in this act shall be recovered by a civil action, to be instituted and prosecuted in the name of the state by the county attorney of the county in which the offense has been committed, upon the direction of the Board of Railroad Commissioners. If upon the trial of such action the jury shall find for the plaintiff, they shall assess and return with their verdict the amount of the fine to be imposed upon the defendant, and the court shall render judgment accordingly. All such penalties so recovered shall be paid into the school fund of the county in which such offense has been committed; and the Board of Railroad Commissioners may require the attorney-general to assist such county attorney in the prosecution of such action. No bond for costs shall be required of the state in any such action.

Recovery of penalty.

Attorney-general.

Bond for costs.

Joinder of causes of action.

SEC. 21. In any action against any railroad company for violation of the provisions of this act, the plaintiff may join in the same petition as many different causes of action as he may have against such company arising under this act.

Perjury of witness.

SEC. 22. Any person who shall wilfully and corruptly swear, testify or affirm falsely to any material matter, upon any oath, or affirmation, or declaration, legally administered in any cause, matter or proceeding before said Board, or any member thereof, or in any return, answer or report required by this act to be made, shall be deemed guilty of wilful and corrupt perjury, and shall be punished by im-

prisonment in the penitentiary at hard labor, for a term not exceeding seven years.

SEC. 23. Said Board of Commissioners shall keep an accurate record of all its official acts, and shall also provide a seal, on which shall be the impression, "Board of Railroad Commissioners, State of Kansas. Seal." All process or certificates issued or given by the Board, shall be attested by said seal. Copies of the record of the Board, certified by the Secretary and attested with the seal of the Board, shall be received in evidence with the like effect as copies of other public records. **Keep record.**

SEC. 24. Any member of said Board while acting in the performance of his duties as such, together with such clerk, accountant, expert or other agent whose services he deems to be important in the discharge of said duties, shall have the right of passing at all times over all railroads and on all railroad trains, or any part thereof, in this state, free of charge. **Free transportation.**

SEC. 25. Nothing in this act shall be construed to estop or hinder any person or corporation from bringing suit against any such railroad company for any violation of any of the laws of this state for the government of railroads. **Estoppel.**

SEC. 26. In construing this act, unless such meaning be repugnant to the context, or to the manifest intention of the legislature, the term "railroad company" shall include to be construed to mean any incorporated railroad company, or any express or transportation company, or any railroad bridge company, or any person or persons, lessee, assignee, trustee, receiver, partnership, joint-stock company, or corporation, engaged wholly, partially, jointly or severally in laying out, constructing, owning, operating, using or maintaining any railroad operated by steam, or any portian or part of such railroad line. The word "person" shall include persons, partnerships, joint-stock companies, or corporations. **Construction of phrases.**

SEC. 27. Sections fifty-six, fifty-seven, fifty-eight and fifty-nine of chapter twenty-three of the General Statutes are hereby repealed.

SEC. 28. This act shall take effect and be in force from and after its publication in the official state paper.

Approved March 6, 1883.

CHAPTER 133.—Session Laws of 1886.

AN ACT relating to switch connections at the crossings of railroads and providing for their construction and maintenance.

Be it enacted by the Legislature of the State of Kansas:

SECTION 1. That whenever in the judgment of the Board of Railroad Commissioners it is necessary to the convenience or accommodation of the public that two or more railroads that cross each other should connect at or near the point of crossing, for the transfer of cars from one road to another, the Board may require the construction of necessary switch connections between such railroads at the points where deemed necessary, in the following manner: Said Board of Railroad Commissioners shall serve upon the railroad companies whose roads it is deemed necessary to connect a certified copy of their finding and decision, in which shall be stated the character of connection to be built, whose duty it shall then be to construct such switch connections within such time as the said Board shall prescribe, and the expense of the same shall be borne equally by companies whose roads so connect. If one of said companies shall build the whole of such switch it may recover one-half the cost of the same from the company whose duty it was to construct one-half of such switch.

SEC. 2. Any railroad company failing or refusing to comply with the requirements of the said Board in relation to such switch, shall be subject to a penalty of $500, to be recovered in a civil action in the name of the state.

SEC. 3. The companies whose roads thus connect may operate and maintain such switch jointly.

SEC. 4. This act to take effect and be in force from and after the date of its publication in the official state paper.

Approved February 17, 1886.

CHAPTER 193.—Session Laws of 1889.

(General Statutes of 1889, paragraphs 1352-1354.)

AN ACT to amend section 1 of an Act entitled "An Act relating to switch connections at the crossings of railroads, and providing for their construction and maintenance," the same being chapter 133, Session Laws of 1886.

Be it enacted by the Legislature of the State of Kansas:

SECTION 1. That section 1 of an act entitled "An act relating to switch connections at the crossings of railroads, and providing for their construction and maintenance," the same being chapter 133, Session Laws of 1886, be and the same is hereby amended so as to read as follows: Section 1. That whenever in the judgment of the Board of Railroad Commissioners it is necessary to the convenience or accommodation of the public that two or more railroads that cross or run parallel with each other should connect at or near the point of crossing or places of business along such railroad for the transfer of cars from one road to another, the Board may require the construction of necessary switch connections between such railroads at the points where deemed necessary, in the following manner: Said Board of Railroad Commissioners shall serve upon the railroad companies whose roads it is deemed necessary to connect, a certified copy of their finding and decision, in which shall be stated the character of connections to be built, whose duty it shall then be to construct such switch connections within such time as the said Board shall prescribe; and the expense of the same shall be borne equally by the companies whose roads so connect or run parallel. If one of said companies shall build the whole of such switch, it may recover one-half of the cost of the same from the company whose duty it was to construct one-half of such switch.

SEC. 2. That all acts or parts of acts in conflict with this act are hereby repealed.

SEC. 3. This act shall take effect and be in force from after its publication in the official state paper.

Approved March 2, 1889.

CHAPTER 184.—Session Laws of 1887.

(General Statutes of 1889, paragraphs 1359-1361.)

AN ACT regulating the crossing and intersection of railroads.

Be it enacted by the Legislature of the State of Kansas:

SECTION 1. Any railroad company authorized to operate a railroad in this state, desiring to cross or unite its track with any other railroad upon the grounds of such other railway corporation, shall make application in writing to the Board of Railroad Commissioners, stating the place of crossing or intersection; whereupon the Board of Railroad Commissioners shall fix a day for the hearing of such application, and notify the railway corporations interested, at which time, unless further time be granted by said Board, the corporations interested shall be heard in regard to the necessity, place, manner and times of such crossing or connection; and upon such hearing either party, or the Board, may call and examine witnesses in regard to the matter, and the Board shall, after such hearings and a personal examination of the locality where a crossing or connection is desired, determine whether there is a necessity for such crossing, or not, and if so, the place thereof, whether it shall be over or under the existing railroad, or at grade, and in other respects the manner of such crossing, and the terms upon which the same shall be made and maintained; Provided, that no crossing shall be made through the yards or over the switches or side-tracks of any existing railroad, if a crossing can be effected at any other place that is practicable.

SEC. 2. If either party shall be dissatisfied with the terms and order made by said Board of Railroad Commissioners, it may appeal to the district court of the county wherein such crossing or connection is sought to be made, in the same manner as appeals are allowed from a judgment of a justice of the peace to the district court; and said appeal, and all subsequent proceedings, shall only affect the amount of compensation, if any, and other terms of crossing fixed by said Board, but shall not delay the making of said crossing or connection; Provided, the corporation desiring such crossing or connection shall deposit with the county treasurer of the county where cross-

ing or connection is sought to be made, the amount of compensation, if any is fixed by said Board of Railroad Commissioners, and shall execute and file with said Board a bond of sufficient security, to be approved by any member of said Board, to pay all damages and comply with all terms that may be adjudged by the district court.

SEC. 3. Any railroad company which shall violate or evade any of the provisions of this act shall forfeit for every such offense to the person, company or corporation refused [injured] thereby, three times the actual damages sustained by the party aggrieved.

Union Terminal Rld. Co. v. Board of Railroad Commissioners, 54 Kan. 352.

SEC. 4. This act shall take effect and be in force from and after its publication in the official state paper.

Approved March 5, 1887.

CHAPTER 185.—Session Laws of 1887.

(General Statutes of 1889, paragraphs 1362-1364.)

AN ACT in relation to railroad crossings and junctions at grades.

Be it enacted by the Legislature of the State of Kansas:

SECTION 1. When and in case two or more railroads crossing each other at a common grade shall, by a system of interlocking or automatic signals, or by any works or fixtures to be erected by them, render it safe for engines to pass over such crossings without stopping, and such interlocking or automatic signals or works or fixtures shall be approved by the Board of Railroad Commissioners, then and in that case it is hereby made lawful for the engines and trains of such railroad or railroads to pass over such crossing without stopping, any law or the provisions of any law to the contrary notwithstanding; and all laws or provisions are hereby declared not to be applicable in such cases.

SEC. 2. When two or more railroads cross each other at a common grade, either of such railroads may apply to the Board of Railroad Commissioners for permission to introduce upon both of said roads some system of interlocking or automatic signals or works or fixtures, rendering it safe for engines and trains to pass over such crossings without stopping; and it shall be the duty of said Board of Rail-

road Commissioners, if the system of works and fixtures which it is proposed to erect by said company are in the opinion of the Board sufficient and proper, to grant such permission.

SEC. 3. Any railroad company which has obtained permission to introduce a system of interlocking or automatic signals at its crossing at a common grade with any other railroad as provided in the last section, may, after thirty days' notice in writing to such other railroad company, introduce and erect such interlocking or automatic signals or fixtures; and if such railroad after such notification refuses to join with the railroad company giving such notice in the construction of said works or fixtures, it shall be lawful for said first company to enter upon the right of way and tracks of such second company, in such manner as not to unnecessarily impede the operation of such road, and erect such works and fixtures, and may recover in an action at law from such second company one-half of the total cost of erecting and maintaining such interlocking or automatic signals or works or fixtures on both of said roads.

SEC. 4. This act shall take effect and be and remain in force from and after its publication in the official state paper.

Approved March 5, 1887.

CHAPTER 192.—Session Laws of 1889.

(General Statutes of 1889, paragraphs 1355–1358.)

AN ACT relating to railway companies, and giving additional powers to the board of railroad commissioners, and prescribing certain duties and liabilities of railway companies.

Be it enacted by the Legislature of the State of Kansas:

SECTION 1. It shall be the duty of the Board of Railroad Commissioners, upon complaint and application by the mayor and council of any city, or the trustee of any township in this state, requesting an order of said Board to require any railroad company in this state to construct any depots, side-tracks, switches, or other facilities at any point on the line of such railroad, for the convenience and safety of the public in the transaction of business with such railroad, and the interchange of business between connecting

or parallel railroads at any station, town or city in this state, to investigate such complaint after giving proper notice to the railroad companies interested; and said Commissioners after such examination shall make such orders as they deem necessary and proper in relation to the construction and maintenance of such depots, connections, switches, or side-tracks, as in the judgment of said Board shall be necessary.

SEC. 2. If complaint shall be made by any railroad company in this state against any other railroad company in this state on account of failure, neglect or refusal to comply with the provisions of section nine of an act entitled "An act concerning railroads and other common carriers," approved March 6, 1883, the Board of Railroad Commissioners shall upon notice to said railroad company investigate such complaint, and thereupon make such order as in the opinion of said Board shall be just and reasonable for the public interest, and may fix in such order a reasonable switching charge for any service required by such order, which switching charge shall be paid by the railroad company receiving the service and shall not be added to the rate paid by any consignor or consignee interested in such shipment.

SEC. 3. The Board of Railroad Commissioners may enforce its orders for the erection and maintenance of depots, the construction of connections, side-tracks, and switches, and charges for switching between connecting or parallel lines of railroad as hereinbefore provided for, as provided in the next section.

SEC. 4. For every neglect or refusal of any railroad company, corporation, receiver or person operating any railroad in this state to comply with any order of the Board of Railroad Commissioners of this state made in pursuance to the foregoing provisions, the person or corporation so neglecting or refusing shall forfeit to the state of Kansas the sum of $100 for each and every day that any such order is neglected or disobeyed after the expiration of 30 days from the date of service of notice on the president, managing officer, superintendent, any member of the board of directors, or any station agent or person in charge of any office or station of such company, by the Board of Railroad Commissioners or [of] the making of such order, to be recovered by civil action in the name of

the state, which action shall be prosecuted by the attorney-general in any court having jurisdiction: Provided, That upon good cause shown, the Board of Railroad Commissioners may extend the time within which such order shall be complied with, to such an extent as in the opinion of the Board, under the circumstances of the particular case, may be necessary or desirable.

SEC. 5. This act shall take effect and be and remain in force from and after its publication in the official state paper.

Approved March 2, 1889.

CHAPTER 100.—Session Laws of 1893.

AN ACT for the protection of shippers of grain, seeds, and hay.

Be it enacted by the Legislature of the State of Kansas:

SECTION 1. That each and every railway company operating a railway wholly or partly within this state shall, on or before the first day of July, A. D. 1893, construct and provide, and thereafter keep and maintain in good order, a track or car scale of sufficient capacity and suitable for weighing grain in car-load lots and in the car, at each and every town and station upon its line of railway, or the line of railway operated by it, from which the aggregate of grain shipments on all railways shall be 100 cars or more of grain and seeds during the year 1892.

SEC. 2. Any town or station not now entitled to track-scales under this act, but from which there shall hereafter be shipped in any calendar year 100 cars or more of grain, seeds or hay, shall be entitled to the benefits of this act; and any railway company operating a railway upon which such town or station is located, shall construct, provide, keep and maintain a track or car scale at such town or station, as provided by section 1, within six months after the expiration of such calendar year; Provided, however, That any railway company may elect to accept the weights of any public weigher, or the weights of the shipper, and shall have the right to demand that the weights of such shipper shall be verified by affidavit. And in case they so elect shall not be required to put in scales, and shall not be lia-

ble to the penalties prescribed in this act for failure to put in scales.

SEC. 3. At stations not entited to car scales, by the provisions of this act, it shall be the duty of such railway company to weigh, at one of the stations nearest to such station having no such scales, any such cars before and after loading, and to give such shipper a like receipt as provided in section six of this act; provided, that such weighing before loading may be on one side of the point of shipment, and after loading on the other side of the point of shipment.

SEC. 4. Each railway company operating a railway at any station or town in this state entitled to track-scales under this act shall correctly weigh all cars, immediately before and immediately after being loaded with grain, seeds, or hay, said cars to be detached from engine and other cars when weighed, and such weighing to be done in the presence of the shipper of such grain or seed, if so demanded by him.

SEC. 5. Such railway company shall be entitled to collect and receive from the person shipping such grain, seed or hay, the sum of twenty-five cents for each car of such grain or seed so weighed, as compensation for such weighing.

SEC. 6. Each railway company, operating a railway wholly or partly within the state, shall be required to give to any person delivering grain, seed or hay in bulk or in sacks to such company, for transportation, at any station entitled to track-scales under this act, a bill of lading, in duplicate, which bill of lading shall state the exact number of bushels or pounds of grain, seed or hay so delivered to such railway company, by whom delivered and to whom consigned; and thereafter such railway company shall be responsible to the consignee named in said bill of lading, or to his heirs or assigns, for the full amount of such grain, seed or hay so delivered to such railway company, until it shall show that it has delivered the whole amount of such grain, seed or hay to such consignee or to his heirs or assigns; provided, however, that if the shortage on any car of grain, seed or hay shall not exceed one-fourth of 1 per cent. of the amount of grain, seed or hay put in the car, then the railway company shall be deemed to have delivered the whole amount of grain, seed or hay in the car.

And in an action hereafter brought against any railway company, for or on account of any failure or neglect to deliver any such grain, seed or hay to the consignee, or his heirs or assigns, either duplicate of such bill of lading shall be conclusive proof of the amount of such grain, seed or hay so received by such railway company.

SEC. 7. No defense to an action for the recovery of such loss or shortage on grain, seeds or hay so weighed, by reason of the same having occurred on the line of some other company, to which it may have been transferred or which may have received it for shipment, shall be admitted to be made unless all the facts and circumstances of such loss or shortage so occurring on such other line shall be fully set forth in written pleadings filed by the shipping company, and affirmatively and fully proved by it.

SEC. 8. Any railway company failing, neglecting or refusing to provide and maintain track-scales, as required by section 1 of this act, shall state, in its bills of lading given for grain or seed delivered to it for transportation at any station or town entitled to track-scales under the provisions of this act, the number of bushels or pounds of such grain, seed or hay, and as stated by the person or persons delivering such grain, seed or hay to such railway company, and the amount so stated shall be conclusive and binding upon such railway company, as provided in section 6 of this act; provided, however, that the person so delivering such grain, seed or hay to such railway company shall, if required by the railway company, make an affidavit that the amount of such grain, seed or hay as stated by him is true and correct.

SEC. 9. Any railway company neglecting for six months after the taking effect of this act to put in the car scales, heretofore provided for, shall be liable to a penalty of one hundred dollars ($100) per day for each station at which such neglect occurs, until the same is put in, as herein provided.

SEC. 10. Any railway company neglecting or refusing to give any person entitled thereto a bill of lading, as required by either sections 6 or 8 of this act, shall be liable to a fine of one hundred dollars ($100) for each and every refusal, to be recovered in an action brought in the name of the state, in any court of competent jurisdiction, and shall also be liable to the party injured by such refusal for

all damages sustained thereby, together with a reasonable attorney's fee, to be recovered by an action in any court of competent jurisdiction; and in all cases in which judgment shall be rendered against a railway company for loss or shortage on grain, seed or hay shipped, the magistrate or court shall also render judgment for a reasonable attorney's fee for the plaintiff's attorney; provided, That such attorney's fee shall not be allowed unless written demand be made upon the agent of the station at which grain was shipped for payment of such loss or shortage thirty (30) days before the beginning of such suit.

SEC. 11. This act shall take effect and be in force from and after its publication in the statute book.

Approved March 10, 1893.

CHAPTER 111.—Session Laws of 1893.

AN ACT to repeal paragraph 1325, General Statutes of 1889, relating to excess in railroad fare.

Be it enacted by the Legislature of the State of Kansas:

SECTION 1. That paragraph 1325 of the Laws of 1889, be and the same is hereby repealed.

SEC. 2. This act shall take effect and be in force from and after its publication in the official state paper.

Approved March 10, 1893.

CHAPTER 195.—Session Laws of 1895.

AN ACT to require railroad companies to furnish free transportation to shippers of stock in certain cases, and providing a remedy in case of failure or refusal on the part of the railroad company to comply with the provisions of this act.

Be it enacted by the Legislature of the State of Kansas:

SECTION 1. Whenever any railroad company or corporation doing business within the limits of this state shall receive and ship any live stock by the car-load, said company, in consideration of the usual price paid for the shipment of the said car, shall pass the shipper or his employee to and from the point designated in the contract or bill of lading without further expense to the shipper in the way

of fare: Provided, however, That in all cases where a shipper ships more than one car-load of stock at the same time, the said railroad company shall be and hereby is required to pass free, as aforesaid, only one additional person, shipper or employee for every four car-loads shipped in addition to the first car-load.

SEC. 2. Every railroad company or corporation failing or refusing to comply with the provisions of section 1 of this act, shall be liable in damages to the shipper for the amount of damages sustained by reason of such failure or refusal on the part of the railroad company, to be recovered before any court of competent jurisdiction, and any judgment recovered on any such action shall be made to cover a reasonable attorney's fee for plaintiff's attorney.

SEC. 3. This act shall be in force and effect from and after its publication in the official state paper.

Approved March 6, 1895.

CHAPTER 152.—Session Laws of 1893.

AN ACT relating to the maintenance of telegraph stations.

Be it enacted by the Legislature of the State of Kansas:

SECTION 1. That every telegraph company or other corporation operating a telegraph line through the corporate limits of any county-seat in Kansas, is hereby required to establish and maintain a telegraph station at such county-seat, with the usual facilities and appointments for the convenience of the public in sending telegrams during the business hours of each day.

SEC. 2. Each telegraph company or other corporation operating a telegraph line, failing or neglecting to comply with the provisions of section one (1) of this act, shall be liable to a penalty of ten dollars ($10) for each day of such failure or neglect, to be recovered and disbursed for the benefit of the school fund of the county where such failure or neglect exists, the same as other fines and penalties; the action for such penalty being prosecuted by the county attorney, with the state of Kansas as plaintiff, and before any court of competent jurisdiction.

SEC. 3. This act shall be in full force and effect from and after its publication in the statutes.

Approved March 13, 1893.

CHAPTER 112.—Session Laws of 1893.

AN ACT relating to the stopping of passenger-trains.

Be it enacted by the Legislature of the State of Kansas:

SECTION 1. That each and every railroad company operating a line of railroad through the corporate limits of any county-seat in Kansas is hereby required to make regular stops at such county-seat of at least one passenger-train per day going in each direction.

SEC. 2. Any corporation operating a line of railroad in the state of Kansas failing or neglecting to comply with the provisions of section one of this act shall be liable to pay a penalty of ten dollars for each day of such failure, which penalty may be recovered in any court of competent jurisdiction, in an action to be prosecuted by the county attorney of the county where such failure to make regular daily stops as aforesaid occurs. Such action shall be prosecuted in the name of the state of Kansas as plaintiff, and the recovery shall be for the benefit of the common schools of such county, to be collected and disbursed as other fines and penalties.

SEC. 3. It shall be a good defense to any actions provided in section two of this act, if for any reason passenger-trains are not run on the railroad going through such county-seat on the day for which the penalty is sought to be recovered.

SEC. 4. This act shall take effect and be in force from and after its publication in the official state paper.

Approved March 11, 1893.

CHAPTER 228.—Session Laws of 1887.

(General Statutes of 1889, paragraphs 1371-1373.)

AN ACT relating to the shipment of live-stock and grain.

Be it enacted by the Legislature of the State of Kansas:

SECTION 1. Whenever any shipper of hogs, cattle, sheep, horses, or other animals, shall present his stock at any railroad station, and to any railroad agent in the state of Kansas, for purposes of transportation, it shall be the duty of

said railroad agent to count or cause to be counted said hogs, cattle, sheep, horses, or other animals, and the number so counted shall be by the agent named in the bill of lading or receipt for said stock. And if said railroad agent neglect or refuse to count or have counted said stock, then the railroad company employing said agent shall be held responsible for the number of animals specified in the bill of lading according to shipper's count.

SEC. 2. Whenever any shipper shall order one or more cars from any railroad company for the purposes of transportation of stock or grain, he shall have the right and privilege to put in said car or cars two or more species of live stock or different kinds of grain; and no railroad company or railroad agent shall charge for any car in which is shipped two or more species of live stock any greater prices than are charged when only one species of said stock is shipped therein, nor shall said railroad agent or railroad company charge any greater sum when two or more kinds of grain are shipped in any car than is charged when only one kind of grain which is in said car is shipped; provided, that said different species of stock or kinds of grain which are placed in said car or cars do not exceed the maximum limit of pounds allowed by law and by the railroad company when only one species of live stock or one kind of grain is shipped in said car or cars; provided, further, that when more than one kind of stock or grain shall be shipped in the same car, the highest rate may be the rate of freight to be charged.

SEC. 3. Any loss sustained by any shipper from the refusal on the part of any railroad company to conform to the requirements of this act shall be assessed and collected as any other damages and losses are assessed and collected against railroad companies.

SEC. 4. This act shall take effect and be in force on and after its publication in the official state paper.

Approved March 3, 1887.

CHAPTER 138.—Session Laws of 1886.

(General Statutes of 1889, paragraphs 1314, 1315.)

AN ACT providing for the enforcement of contracts made by railroad companies in consideration of municipal, county and township aid.

Be it enacted by the Legislature of the State of Kansas:

SECTION 1 That it shall be the duty of any railroad company or companies which heretofore have received aid from any county, township, or city, or which shall hereafter receive such aid in the construction of the road of such company or companies, and the duty of any and all railroad companies composed in part by consolidation or otherwise of such company or companies having received such aid, to maintain and operate the railroad for which such aid has been or shall be extended, in the manner and with all the business facilities and with all the accommodations for the business and traveling public which was or shall be promised by the railroad company or companies which have or shall receive such aid as a consideration in whole or part for such aid; and every railroad company which shall fail or refuse to keep and perform any promise or contract so made in consideration of or in order to induce any county, township or city to extend such aid, shall be liable to the penalties provided in section two of this act.

SEC. 2. Every railroad company, on being notified by the chairman of any board of county commissioners, mayor of any city, or trustee of any township of such county, township or city, by notice to be served as provided by law for the service of a summons in a civil action, specifying the particular thing or things in respect to which such railroad company is failing to perform any such promise or agreement, and demanding the performance of the same, shall within thirty days from that time comply with and perform any such contract, promise or agreement, and maintain and operate such railroad as promised or agreed in consideration of such aid; and every railroad company which shall fail to so perform its contract or promise so made, or the contract or promise of the railroad company, which by consolidation or otherwise has become identified in interest with it, shall for every such failure forfeit and pay

a penalty of not less than twenty-five per cent. in value of the amount of the aid so extended and received, and for every thirty days thereafter which such railroad company shall so fail or refuse to perform such promise or agreement, such company shall forfeit and pay a further penalty of twenty-five per cent. of the amount in value of the aid so received; such penalties to be collected in the name of the board of county commissioners of the county giving such aid, or in which such township or city may be, in a civil action to be commenced for that purpose by such board of county commissioners, and to be paid, when collected, into the common-school fund of such county.

SEC. 3. This act shall be in force from and after its publication in the official state paper.

Approved February 19, 1886.

CHAPTER 154.—Session Laws of 1885.

(General Statutes of 1889, paragraphs 1317-1320.)

AN ACT to compel railroad companies to fence their roads by and through lands inclosed with a lawful fence.

Be it enacted by the Legislature of the State of Kansas:

SECTION 1. Any person owning land by and through which any railroad has been or may be constructed, who has or may inclose the same or any part thereof and adjacent to the line of such railroad with a lawful fence, may demand of such railroad company that it inclose its line next thereto with a lawful fence, and maintain the same.

SEC. 2. Whenever a railroad corporation, or the lessee, person, company or corporation operating any railroad, shall neglect or refuse to build such fence as provided in this act, the owner or occupant of the lands adjoining such railroad. or over or through where the railroad track is or may be laid, may give notice in writing to such corporation, or the lessee thereof, or the persons operating such rnilroad, to build such fence within sixty days, except during the months of December and January, after the service of such notice. Such notice shall describe the lands on which said fence is required to be built. Service of such notice may be made by delivering the same to any ticket- or station-agent of said corporation of [or] the person, corporation or lessees operating such railroad.

SEC. 3. If the party so notified shall refuse to build such fence in accordance with the provisions of this act, the owner or occupant of the land required to be fenced shall have the right to enter upon the land and track of said railroad company, and may build such fence; and the person so building such fence shall be entitled to the value thereof from such corporation or party operating or using such railroad, to be recovered with interest at the rate of one per cent. per month from the time such fence was built, together with a reasonable attorney's fee for the prosecution of any suit to recover the same.

SEC. 4. Any person owning or occupying land adjoining any railroad track of any railroad company shall have the right to attach to the fence constructed along the track or right of way of said railroad company any wires, boards or other material so as to make the fence of said railroad company sufficient to prevent any hogs or pigs from getting upon the track of said railrond company.

SEC. 5. This act shall take effect and be in force from and after its publication in the official state paper.

Approved March 6, 1885.

CHAPTER 155.—Session Laws of 1885.

(General Statutes of 1889, paragraphs 1321-1323.)

AN ACT relating to the liability of railroads for damages by fire.

Be it enacted by the Legislature of the State of Kansas:

SECTION 1. That in all actions against any railway company organized or doing business in this state for damages by fire, caused by the operating of said railroad, it shall be only necessary for the plaintiff in said action to establish the fact that said fire complained of was caused by the operating of said railroad, and the amount of his damages (which proof shall be *prima facie* evidence of negligence on the part of said railroad); provided, that in estimating the damages under this act, the contributory negligence of the plaintiff shall be taken into consideration.

SEC. 2. In all actions commenced under this act, if the plaintiff shall recover, there shall be allowed him by the court a reasonable attorney's fee, which shall become a part of the judgment.

SEC. 3. Nothing in this act shall be construed to apply to fires occurring prior to the passage of this law.

SEC. 4. This act to take effect and be in force from and after its publication in the statute book.

Approved March 6, 1885.

CHAPTER 23.—General Statutes of 1889.

(Article 6.)

RAILWAY CORPORATIONS.

¶ 1207. (Powers of.) Every railway corporation shall, in addition to the powers hereinbefore conferred, have power—

First: To cause such examination and survey for its proposed railway to be made as may be necessary to the selection of the most advantageous route; and for such purpose, by its officers, agents or servants, to enter upon the lands or water of any person, but subject to liability for all damages which shall be done thereto.

Second: To take and hold such voluntary grants of real estate and other property as shall be made to it to aid in the construction, maintenance and accommodation of its railway; but the real estate received by voluntary grant shall be held and used for the purpose of such grant only, and to purchase and hold, with power to convey, real estate, for the purpose of aiding in the construction, maintenance and accommodation of its railway.

Third: To lay out its road, not exceeding one hundred feet in width, and to construct the same; and for the purpose of cuttings and embankments, to take as much more land as may be necessary for the proper construction and security of the road, and to cut down any standing trees that may be in danger of falling on the road, making compensation therefor, as provided in this act for lands taken for the use of the corporation.

Fourth: To construct its road across, along or upon any stream of water, water-course, street, highway, plank road, or turnpike, which the route of its road shall intersect or touch; but the company shall restore the stream, water-course, street, highway, plank road or turnpike thus intersected or touched, to its former state, or to such state as to have not necessarily impaired its usefulness. Nothing herein contained shall be construed to authorize the con-

struction of any railway not already located in, upon or across any street in any city incorporate, or town, without the assent of the corporate authorities of such city.

Fifth: To cross, intersect, join and unite its railway with any other railway at any point in its route, and upon the grounds of such other railway corporation, with the necessary turnouts, sidings, switches and other conveniences, in furtherance of the objects of its connections; and every railway which is or may hereafter be intersected by any new railway, may unite with the owners of such new railway in forming such intersections and connections, and grant the facilities aforesaid; and if two corporations cannot agree upon the amount of compensation to be made therefor, or the points and manner of such crossings and connections, the same shall be ascertained and determined by three commissioners to be appointed by the district court of the county in which such crossing or connection is proposed to be made.

Sixth: To take and convey persons and property on their railway by the power of steam or of animals, or by any mechanical power, and to receive compensation therefor.

Seventh: To erect and maintain all necessary and convenient buildings, stations, fixtures and machinery for the accommodation and use of their passengers, freights and business.

Eighth: To regulate the time and manner in which the passengers and property shall be transported, and the compensation to be paid therefor; said compensation not to exceed the rates fixed by law.

Ninth: From time to time to borrow such sums of money as may be necessary for completing and finishing or operating their railway, and to issue and dispose of their bonds for any amount so borrowed, and to mortgage their corporate property and franchises to secure the payment of any debt contracted by the corporation for the purpose aforesaid.

¶1208. (Map and profile.) Every railway corporation, before constructing any part of their road into or through any county named in their charter, shall make a map and profile of the route intended to be adopted by such company, in such county, which shall be certified by the president and engineer of the company, or a majority of the

directors, and filed in the office of the county clerk of the county into or through which the road is to be made.

¶ 1209. (Notice to occupants.) The company shall give written notice to all actual occupants of the land over which the route of the road is so designated, and which has not been purchased by or donated to the corporation.

¶ 1210. (Change in road-bed.) The directors of any railway corporation may, by a vote of two-thirds of their whole number, at any time change the road-bed, or road line, or any part thereof, for the purpose of shortening the line, or to overcome natural obstacles; but such corporation shall not change the general route or terminus of the road.

¶ 1211. (Agent appointed.) The board of county commissioners of any county, or the city council of any city, or trustees of any town or village interested, may appoint and empower an agent to represent the county, city, or village, to subscribe or transfer its stock, give its vote and receive its dividends, if any, and such agent to change at pleasure.

¶ 1212. (Duties of railway corporations.) Every railway corporation in this state, which now is, or may hereafter be, engaged in the transportation of passengers or property, shall give public notice of the regular time of starting and running its cars, and shall furnish sufficient accommodation for the transportation of all such passengers, baggage, mails and express freight as shall within a reasonable time previous thereto be offered for transportation at the place of starting, at the junction of other roads, and at the several stopping places; and they are hereby required to stop all trains carrying passengers, at the junction or intersection of other railways, a sufficient length of time to allow the transfer of passengers, personal baggage, mails and express freight, from the trains of railways so connecting or intersecting, or they may mutually arrange for the transportation of such persons and property over both roads without change of cars; and they shall be compelled to receive all passengers and freight from such connecting and intersecting roads, whenever the same shall be delivered to them.

¶ 1213. (Whistles to be sounded.) A steam whistle shall be attached to each locomotive engine, and be sounded three times at least, eighty rods from the place where the railroad shall cross any public road or street, except in cities and villages, under a penalty of not more than twenty

dollars for every neglect of the provisions of this section, to be paid by the corporation owning the railway on the suit of the county attorney, one-half thereof to go to the informer, and the other half to the county for the support of common schools; and the corporation shall also be liable for all damages which shall be sustained by any person by reason of such neglect: Provided, however, That such penalty shall be sued for within one month from the time the cause of action accrues, and not thereafter: And provided further, But that one penalty shall be recovered in any one action.

¶ 1214. (Crossings.) Every railway corporation shall cause boards to be placed, well supported by posts or otherwise, and constantly maintained, across each traveled public road or street, when the same is crossed by the railway on the same level. Said boards shall be elevated so as not to obstruct the travel, and to be easily seen by travelers; and on each side of such board shall be painted in capital letters, "Look out for the cars." But this section shall not apply to streets in cities or towns, unless the corporation shall be required to put up such boards by the city or town authorities, or the officer having charge of such streets.

¶ 1215. (Penalties; how recovered.) All penalties imposed upon railway corporations by this or any other act, may be sued for in the name of the state of Kansas, and if such penalty be for a sum not exceeding three hundred dollars, then such suit may be brought before a justice of the peace of the county in which the penalty accrued, and may be commenced by serving a summons on any officer or agent of such company found within the state.

¶ 1216. (Action against; service.) Any action, prosecution or proceeding against a railway corporation, for any liability, penalty or forfeiture, may be brought in any county into or through which such railway runs; and the summons, or other process, in any such case, may be directed to, and served by any officer of any county in which the principal office of such corporation may be, or in which any officer, director or agent of the corporation may be found.

¶ 1217. (All railways subject to act.) All existing railway corporations within this state, and such as may hereafter be created or formed, shall respectively have and possess all the powers and privileges contained in this article;

and they shall be subject to all the duties, liabilities and provisions contained in this article, not inconsistent with the provisions of any charter granted by the legislative assembly of the territory of Kansas.

CHAPTER 23.—General Statutes of 1889.

(Article 6b.)

POWERS OF RAILROADS.

¶ 1247. (Purchase stocks, etc.) That it shall be lawful for any railroad company, created by or existing under the laws of this state, from time to time to purchase and hold the stock and bonds, or either, or to guarantee the payment of the principal and interest, or either, of the bonds of any other railroad company or companies, the line of whose railroad constructed, or being constructed, connects with its own.

¶ 1248. (Power to foreclose and enforce liens, etc.) That any corporation duly existing under the laws of this state shall have power and authority, as payee, assignee, or holder in any other manner, to enforce by foreclosure, or otherwise, any lien upon the property of any other corporation or individual, with the like proceedings and effect in law and equity as would pertain to any other person being such payee, assignee, or holder, and may become a purchaser at any sale, judicial or otherwise, had and made in the pursuance of the proceedings for the enforcement of such lien by foreclosure or otherwise, in like manner and effect with any other person.

¶ 1249. (Law repealed.) That chapter 95 of the Session Laws of 1874, entitled "An act authorizing railroad companies to issue preferred stock," approved March 9, 1874, be and the same is hereby repealed.

¶ 1250. (Liable for damages.) That railroads in this state shall be liable for all damages done to person or property, when done in consequence of any neglect on the part of the railroad companies.

¶ 1251. (To employee.) Every railroad company organized or doing business in this state shall be liable for all damages done to any employee of such company in consequence of any negligence of its agents, or by any mismanagement of its engineers or other employees to any person sustaining such damage.

¶ 1252. (Damages to stock.) Every railway company or corporation in this state, and every assignee or lessee of such company or corporation, shall be liable to pay the owner the full value of each any [and] every animal killed, and all damages to each and every animal wounded by the engine or cars on such railway, or in any other manner whatever in operating such railway, irrespective of the fact as to whether such killing or wounding was caused by the negligence of such railway company or corporation, or the assignee or lessee thereof, or not.

¶ 1253. (Action and recovery.) In case such railway company or corporation, or the assignee or lessee thereof, shall fail for thirty days after demand made therefor by the owner of such animal, or his agent or attorney, to pay such owner, or his agent or attorney, the full value of such animal if killed, or damages thereto if wounded, such owner may sue and recover from such railway company or corporation, or the assignee or lessee thereof, the full value of such animal or damages thereto, together with a reasonable attorney's fee for the prosecution of the suit, and all costs in any court of competent jurisdiction in the county in which such animal was killed or wounded.

¶ 1254. (Demand.) The demand mentioned in section two of this act may be made of any ticket-agent or station-agent of such railway company or corporation, or the assignee or lessee thereof.

¶ 1255. (Findings.) In all actions prosecuted under this act, it shall be the duty of the court, if tried by the court, or jury if tried by a jury, if the judgment or verdict be for the plaintiff, to find in addition to their general findings for plaintiff the amount if anything allowed for an attorney's fee in the case.

¶ 1256. (Not apply.) This act shall not apply to any railway company or corporation, or the assignee or lessee thereof, whose road is inclosed with a good and lawful fence, to prevent such animal from being on such road.

¶ 1257. (Protect laborers.) That whenever any railroad company shall contract with any person for the construction of its road or any part thereof, such railroad company shall take from the person with whom such contract is made, a good and sufficient bond, conditioned that such person shall pay all laborers, mechanics and material men, and persons who supply such contractor with provisions or

goods of any kind, all just debts due to such persons or to any person to whom any part of such work is given, incurred in carrying on such work, which bond shall be filed by such railroad company in the office of the register of deeds in each county where the work of such contractor shall be; and if any such railroad company shall fail to take such bond, such railroad company shall be liable to the persons herein mentioned to the full extent of all such debts so contracted by such contractor.

¶ 1258. (Who may sue.) All such persons mentioned in the first section of this bill shall have a right of action on the bond, provided for in the first section of this act, for the full awards of debts against such contractor.

¶ 1259. (Cattle-guards.) When any railroad runs through any improved or fenced land, said railroad company shall make proper cattle-guards on such railroad when they enter and when they leave such improved or fenced land.

¶ 1260. (Damages.) Any railroad company neglecting or refusing to comply with the provisions of sections one and two of this act shall be liable for all damages sustained by any one by reason of such neglect and refusal, and in order for the injured party to recover all damages he has sustained, it shall only be necessary for him to prove such neglect and refusal.

¶ 1261. (Judgment to be a lien.) Any judgment recovered against any railroad company in this state for any injury to persons or property, shall be a lien within the county, when recovered, on the railroad and real or other property of such company, and shall be prior and superior to the lien of any mortgage or trust deed which may be thereafter executed, except liens for taxes.

¶ 1262. (Crossing on public highway.) It shall be the duty of each and every railway company or corporation owning, controlling or operating any line of railroad within this state, to construct and keep in repair, at each crossing of any regularly laid-out public highway, a good and substantial crossing, by securing on each side of each rail a board not less than twelve feet long, and not less than ten inches wide and two inches thick, and shall fill the space between the two inside boards with gravel or broken stones, or shall floor the space with boards not less than two inches thick and twelve feet long.

¶ 1263. (Penalty.) Any railroad company or corpora-

tion that shall fail to comply with the provisions of the first section of this act, within sixty days after the taking effect thereof, shall be liable to a fine of five dollars for each and every day that they so fail to comply therewith, for each and every crossing, to be recovered by an action brought in the name of the township in which the crossing or crossings are situated; to be recovered before any court of competent jurisdiction.

¶ 1264. (Duty of township trustee.) Whenever by the construction of any railway within this state the crossing of any public highway has been or shall be materially injured, either by excavations or embankments made by said railway company or corporation in the construction of said road, and the said railway company have failed to make good the said crossing, and continue to fail to do so for the space of ninety days after the taking effect of this act, it shall be the duty of the township trustee of the proper township to notify the board of county commissioners of the fact, stating the location of the crossing, the manner in which the crossing has been injured, obstructed or destroyed, verified by affidavit of at least three of the resident taxpayers of said township; thereupon it shall be the duty of the board of county commissioners to appoint three disinterested householders of the county to view the said crossing and assess the damages resulting thereto from the construction of said railway, and shall designate the time of meeting, and shall notify the railway company by written notice, not less than ten days previous to said meeting, to any agent or attorney of said railway company, of their action, stating the time and place at which the said viewers will meet to view the crossing and assess the damages resulting therefrom.

¶ 1265. (Viewers assess damages.) The viewers appointed under the provisions of the third section of this act shall meet on the day designated, and shall, from actual view, assess the amount of damages resulting to the highway by the construction of said railway; which amount shall not be in excess of the amount of money necessary in their judgment to construct a good crossing, and costs of suit, including necessary approaches thereto, and shall return to the township trustee a certificate under oath of the amount of damages by them assessed.

¶ 1266. (Notice to company.) It shall be the duty of

township trustee, immediately upon the filing with him of said certificate to notify the railroad company, by written notice to any agent or attorney of said road, of the amount of damages assessed against it, and demand the payment of the same; and on failure of the company to pay the amount so assessed for the period of thirty days thereafter, he is authorized to commence an action in any court of competent jurisdiction for the recovery of the amount of damages as aforesaid; and the certificate of the viewers shall be *prima facie* evidence of the amount of damages sustained.

¶ 1267. (Moneys received.) All moneys received under the fifth section of this act shall become a part of the township fund of the township where the damage was sustained, and shall be used under the direction of the road overseer for making good the damages to the public highway sustained by reason of the building of said railroad.

CHAPTER 167.—Session Laws of 1897.

TO FURNISH TRANSPORTATION TO SHIPPERS.

AN ACT to amend chapter 195 of the Laws of 1895, being an act entitled "An act to require railroad companies to furnish free transportation to shippers of stock in certain cases, and providing a remedy in case of failure or refusal on the part of the railroad company to comply with the provisions of this act." To provide a penalty for the violations of the provisions of this act, and repealing all acts and parts of acts in conflict herewith.

Be it enacted by the Legislature of the State of Kansas:

SECTION 1. That section 1 of chapter 195 of the Laws of 1895 be amended so as to read as follows: Section 1. Whenever any railroad company, or corporation, doing business within the limits of this state shall receive and ship any live stock by the car-load, said company, in consideration of the usual price paid for the shipment of said car, shall pass the shipper or his employee to and from the point designated in the contract or bill of lading, without further expense to the shipper in the way of fare; provided, however, that in all cases where a shipper ships more than one car-load of stock at the same time, the said railroad company shall be and is hereby required to pass free, as aforesaid, only one additional person, shipper or employee

for every three car-loads shipped in addition to the first car-load.

SEC. 2. That section 2 of said chapter 195, Laws of 1895, is hereby amended so as to read: SEC. 2. Every railroad company or corporation failing or refusing to comply with the provisions of section 1 of this act, shall be liable in damages to the shipper, for the amount of damages sustained by reason of such failure or refusal on the part of the railroad company, to be recovered before any court of competent jurisdiction, and any judgment recovered on any such action shall be made to cover reasonable attorney's fees for plaintiff's attorney.

SEC. 3. Any officer or employee of any railroad company or corporation who violates the provisions of section 1 of this act shall be deemed guilty of a misdemeanor, and shall, upon conviction, be fined in the sum of not less than fifty or more than two hundred dollars, and it is hereby made the duty of the county attorney to prosecute all violations of this act, and for such services in the prosecution thereof, upon a conviction, the court shall enter up as part of the costs in said action, a fee of twenty-five dollars for said county attorney. For the enforcement of the provisions of this act, suit may be brought before any court of competent jurisdiction in any county into or through which the railroad passes.

SEC. 4. Chapter 195 of the Laws of 1895 is hereby repealed.

SEC. 5. This act shall be in force and effect from and after its publication in the official state paper.

Approved February 18, 1897.

CHAPTER 168.—Session Laws of 1897.

TO FENCE THEIR ROADS.

AN ACT to amend paragraph 1317, General Statutes 1889, entitled "An act to compel railroad companies to fence their roads by and through lands inclosed with a lawful fence, and repealing said paragraph 1317."

Be it enacted by the Legislature of the State of Kansas:

SECTION 1. Any person owning land by or through which any railroad has been or may be constructed, who has or may inclose the same or any part thereof, and adja-

cent to the line of such railroad, with either a lawful fence or hog-tight fence, may demand of such railroad company that it inclose its line next thereto with a lawful fence or hog-tight fence and maintain the same; provided, that the hog fence defined in section 3064, Laws of 1889, shall be and constitute a hog fence for the purposes of the act.

SEC. 2. Paragraph 1317, General Statutes of 1889, is hereby repealed.

SEC. 3. This act shall take effect and be in force from and after its publication in the statute book.

Approved February 18, 1897.

CHAPTER 169.—Session Laws of 1897.

OBSTRUCTING PUBLIC HIGHWAYS.

AN ACT to prohibit railroads from obstructing public highways, streets, and alleys, and providing penalty therefor.

Be it enacted by the Legislature of the State of Kansas:

SECTION 1. That each and every railroad company, or any corporation leasing or otherwise operating a railroad in Kansas, are hereby prohibited from allowing their trains, engine or car, to stand upon any public highway, crossing, street or alley, in any unincorporated town to exceed ten minutes at any one time.

SEC. 2. Any person or employee of any railroad company or corporation operating a line of railroad in Kansas, failing or neglecting to comply with section one of this act, shall be guilty of a misdemeanor, and upon conviction shall be punished by a fine of not less than fifty dollars, nor more than three hundred dollars, or by imprisonment in the county jail not to exceed ninety days.

SEC. 3. This act shall take effect and be in force from and after its publication in the statute book.

Approved March 4, 1897.

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